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SECOND REPORT

FROM THE

SELECT COMMITTEE

ON

STEAM COMMUNICATIONS WITH INDIA, &c.

WITH THE

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PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

APPENDIX, AND INDEX.

Ordered, by The House of Commons, *to be Printed*,
29 *July* 1851.

Jovis, 27° die Martii, 1851.

Ordered, THAT a Select Committee be appointed to inquire into the existing Steam Communications with India and China, and into the Practicability of effecting any improvement therein; and also into the best mode of establishing Steam Communications between England, India, China, Australia, New Zealand, or any of them, as well as any Points upon the several Routes between them.

Lunæ, 31° die Martii, 1851.

Committee nominated, of—

Viscount Jocelyn.	Mr. Scott.
The Chancellor of the Exchequer.	Mr. Willcox.
Mr. Edward Henry Stanley.	Mr. Corry.
Sir James Hogg.	Mr. Elliot.
Lord Naas.	Mr Divett.
Mr. Cowper.	Mr. Henry Currie.
Mr. Plowden.	Mr. Mangles.

Ordered, THAT the Committee have power to send for Persons, Papers, and Records.

Ordered, THAT Five be the Quorum of the said Committee.

Veneris, 4° die Aprilis, 1851.

Ordered, THAT the Committee consist of Seventeen Members. Mr. Bright added to the Committee; Mr. Elliot discharged from further attendance; Mr. James Wilson added.

Lunæ, 7° die Aprilis, 1851.

Ordered, THAT Mr. Henry Berkeley and Admiral Bowles be added to the Committee.

Jovis, 5° die Junii, 1851.

Ordered, THAT the Committee have power to Report their Observations, together with the Minutes of Evidence taken before them from to time, to The House.

Martis, 17° die Junii, 1851.

Ordered, THAT Mr. Crawford be added to the Committee.

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SECOND REPORT.

THE SELECT COMMITTEE appointed to inquire into the existing STEAM COMMUNICATIONS with INDIA and CHINA, and into the Practicability of effecting any Improvement therein; and also into the best Mode of establishing STEAM COMMUNICATIONS between ENGLAND INDIA, CHINA, AUSTRALIA, NEW ZEALAND, or any of them, as well as any Points upon the several Routes between them, and who were empowered to Report their Observations, together with the MINUTES OF EVIDENCE taken before them, from time to time to The House; ——HAVE further considered the Matters to them referred, and have agreed to their SECOND REPORT, as follows:

YOUR Committee having investigated the urgent claims of the colonies of Australia, to a participation in the advantages of steam communication, which have been so beneficially extended to most other British settlements, and having laid before The House a Special Report upon the subject, have since carefully considered the improvements, of which the steam communication with India is susceptible.

The arrangements under which this service is at present conducted, are generally so well known to the public that it is unnecessary for Your Committee to enter into further detail, than may be requisite to elucidate their recommendation.

In the investigation of this part of their inquiry, Your Committee have not thought themselves justified in excluding its commercial bearings. Although they consider the postal question paramount, and the one to which their attention should be most directly pointed, yet they feel that when a contract is given for postal service, which necessarily interferes to prevent the operation of competition, it

is impossible to exclude those considerations, as they materially affect the cost at which such service can be obtained.

The three heads under which this subject may be most clearly considered, seem to be the following:

1st. The arrangement under which the service is at present conducted.

2d. The cost at which it is carried on, and the proportion which this bears to the speed obtained, and the facilities afforded.

3d. The improvements required in future arrangements, and the best mode of securing them to the public.

The arrangements under which the service is at present conducted are as follows:

On the 7th of every month a mail is despatched from the Post-office for India "*viâ* France." From Marseilles, passengers and mails are conveyed in vessels in Her Majesty's service to Alexandria. At Alexandria arrangements have been made with the Egyptian Government for their transmission across the Isthmus of Suez, where vessels of the Indian navy are in readiness to start for Bombay; from Bombay, mails are despatched by Dak runners to their different destinations in India.

Some years ago heavy mails and passengers for this line were conveyed from Southampton to Malta and Alexandria by vessels of the Peninsular and Oriental Company, which left England four days previous to the mail by Marseilles; this service has, however, been discontinued, and its discontinuance it is stated has caused considerable inconvenience.

The existing pecuniary arrangements for this service, between the Home Government and the Government of India, may be revised in January 1853.

The second monthly communication with India, and the only one with China, is conducted by the Peninsular and Oriental Company.

Their vessels start from Southampton on the 20th of every month, and are overtaken at Malta by the express which leaves London four days later; they then proceed to Alexandria, whence, under similar arrangements to those alluded to in the case of the other service, the mails are conveyed across the Isthmus of Suez.

Vessels

Vessels of the Peninsular and Oriental Steam Company are in readiness to proceed from Suez to Point de Galle, Madras, and Calcutta, stopping in their route at Aden, the communication between which place and Bombay is effected by vessels of the Indian navy, which convey the mails for Western India, and also such letters for Madras and Calcutta as are intended to be forwarded by express from Bombay.

The arrangement of this extension of the bi-monthly communication to Bombay formed no part of the Government plan of 1844, and was gratuitously adopted by the Indian Government. It was not intended to include the conveyance of passengers, who are, however, permitted to proceed in the vessels, as far as the accommodation will permit.

The arrangement by which this service is conducted expires with the year 1852. As the homeward service is carried on under similar arrangements, Your Committee consider it unnecessary for them to enter into any further detail.

2d. The cost at which it is carried on, and the proportion which this bears to the speed obtained, and the facilities afforded.

From documents furnished to Your Committee, it appears that the sum paid from the revenues of England for the mail service performed by the East India Company between Suez and Bombay, amounts to 50,000*l.* annually. There is also the cost of communication between Alexandria and the Post-office in London, the amount of which Your Committee have not the means of estimating. It is right to add, that the expense of the transit of all the mails from Suez to Alexandria is borne exclusively by the East India Company.

It appears that for the service between Suez and Bombay there are three steam vessels provided by the Government of India inferior in no respects to any steamers plying in the Indian seas; other vessels have, however, at times been employed, inadequate to the service. The average speed required by the contract with the Peninsular and Oriental Steam Company, seems to have been maintained on this line.

Complaints have been made that the comfort and convenience of the passengers, have not been sufficiently considered in the arrangements. These complaints refer chiefly to the vessels engaged in the bi-monthly communi-

cation between Bombay and Aden; the vessels employed in which, as before observed, are not designed for passengers. It has further been stated to Your Committee, as respects the vessels of the Indian navy generally, that inconvenience is experienced by the mercantile community from the high rate of freight of bullion, and from their not carrying merchandize.

The Peninsular and Oriental Steam Company receive for the mail service between England and Alexandria, 23,000 *l.*; for that between Suez and Calcutta, 115,000 *l.*; and for that between Ceylon and Hong Kong, 45,000 *l.*; and of the amount paid for the two latter services, the East India Company contribute seven-sixteenths: viz. 70,000 *l.*

Although the vessels on this line were considered of the first class when originally constructed, yet the rapid improvement which has taken place in machinery renders them now below the standard which has been reached on the North American lines.

Witnesses have stated that there has been some irregularity in the arrival of the Mails at Calcutta by this line, and statements have been made to the same effect by the commercial bodies at Calcutta.

The rate of fares charged by the Company;

The cost for the carriage of freight;

The difficulties thrown in the way of passengers taking advantage of the different European lines, which might be made available for pleasure and for comfort from Alexandria, and the crowded state of the vessels at certain periods of the year, have all been matters of complaint before Your Committee.

On the other hand evidence has been brought forward to speak to the attention that passengers have received on board the vessels belonging to the Peninsular and Oriental Steam Company.

Whilst Your Committee think that it is but fair to acknowledge the enterprising spirit which has been displayed by the Peninsular and Oriental Steam Company, in the general management of the Communication which they have now conducted for some years, they are of opinion that the English and the Indian public have at times experienced considerable inconvenience; and it is certain also, that until the

the agitation of the question connected with the renewal of the contract brought the matter more prominently before the public, the Peninsular and Oriental Steam Company had done little towards introducing into their line those great and important improvements, as regards speed, which have of late years taken place in Ocean Steam Navigation; of late, however, some of these vessels have undergone considerable improvement, and have been rendered competent to maintain a speed much in excess of the contract rate.

3d. The improvements required in future arrangements, and the best mode of securing the advantage to the public.

Your Committee is of opinion that in all future tenders, a considerably greater speed should be insisted upon than that required by the present contract.

In regard to the extension of the main line to any other points than those with which communication at present exists, it does not appear to Your Committee that, with the exception of a line from Hong Kong to Shanghai, any further extension is required to which a Government would be justified in contributing, in the shape of a separate contract for postal service; all intermediate lines, such as those lately opened between Bombay and Point de Galle, and Calcutta and Hong Kong, by the Peninsular and Oriental Steam Company, unless facilitating any general arrangements, should be left to private enterprise for their development.

From the evidence of persons connected with the trade of India, Your Committee are led to believe that there has been, since the establishment of steam communication, a rapid increase in the commercial and passenger intercourse of England, India, and China, although it does not appear that within the last three years the number of passengers taking advantage of the overland communication has greatly increased.

Your Committee have had in evidence, that the more valuable articles of merchandise (opium, silks, and spices), will, if the freight be moderate, amply repay the cost of rapid communication between England, India, and China, and there is every reason to believe, that on the completion of a railroad across the Isthmus, which, from the evidence before Your Committee, they trust may be shortly commenced, this important traffic will be largely developed.

The evidence before Your Committee shows strongly that

a full communication every fortnight is required between England and the different Presidencies in India, and that such communication, with a moderate assistance for postal service, would be remunerative. Similar evidence has been given with regard to China, but not to the same extent.

Your Committee, knowing the effect of steam communication in developing trade, and the tendency which it always has largely to increase the amount of traffic on any line, in proportion to the frequency of the opportunities afforded; and having before them an offer made for the performance of a similar service to the one conducted by the Peninsular and Oriental Company, for nearly half the amount now paid by the Government for that line; having likewise the admission of the Peninsular and Oriental Steam Company, that the present extent of the traffic is such as to induce them to build large screw steamers for an additional communication, are induced to believe that a full mail service twice in the month, to the different Presidencies of India, and to China, might be established without any material increase of charge on the public revenue.

Certain proposals appear to have been made by the Eastern Steam Navigation Company to carry out a communication between England, India, and China, the express portion of the mails to be conveyed "*viâ* the Trieste Route," in conjunction with the Austrian Lloyd's Company; the political advantages of having two lines open across Europe, Your Committee consider of some importance; and it appears from the evidence that the Governments interested in the Trieste line are prepared to enter into negotiation, and to give every facility for the transmission of the mails.

It has been suggested to Your Committee that in order to secure to the public the advantages of these communications, stringent rules should be laid down in any new engagement that may be entered into between the Government and companies undertaking the service, and that rates of speed and fares should be fixed. Your Committee concur in these suggestions so far as regards the size of the vessels and the speed required, and they are of opinion that the penalties for failure in speed should be such as might be rigidly enforced when such failure cannot be satisfactorily accounted for; but they do not believe that there is any mode by which the full advantage of the communication can be secured to the passengers and traffic of India by the interference

interference of Government in the internal arrangement and management of the affairs of a private company.

The only mode in which this can be secured to the public, is by the establishment of a wholesome competition.

Upon a full consideration of the question, Your Committee recommend that a communication twice in the month between England and the different Presidencies in India should be established, and that such communication should be separated into two distinct services, and put out to separate tender.

Your Committee have already stated that the existing contract with the Peninsular and Oriental Steam Company is terminable in December 1852; and as it appears from the evidence that any new parties competing will require at least 18 months after their offer is accepted to prepare for the due performance of their engagements, it is the opinion of Your Committee that no time should be lost by Her Majesty's Government in taking all the preliminary steps which the fair encouragement of an open competition so obviously demands; and they therefore recommend that tenders may be called for, contemplating the arrangements already alluded to. Ample time will thus be given to enable Her Majesty's Government to decide from the tenders which may be sent in, whether a bi-monthly communication can be established on the plan proposed, without any probable increase of expense to the revenue of this country.

With respect to the service now performed by vessels of the Indian navy, it has been stated in evidence that in point of economy, the comfort of the passenger, and the requirements of trade, this service would be performed to greater advantage by a private company.

On the other hand there are heavy charges borne by the Indian Government in connection with the expensive arrangements entered into at the period when the question of steam communication was fully considered by Her Majesty's Government in 1844, which, in any new arrangements would require to be fairly adjusted.

Your Committee have likewise been informed, that there are political reasons which render it important that this communication should remain in the hands of the India Company.

Your

Your Committee have not entered into this point, but they consider that it is a question for investigation by those Committees which they understand will be shortly appointed to consider the future arrangements for the Government of India; should the service continue to be performed by the Indian Government, Your Committee are of opinion that it should be maintained at no greater cost to the public than would be required by a private company, and that the same attention should be bestowed to the comforts of the passengers and the wants of trade, as in vessels conducted by private enterprise. Your Committee think it right to add that this principle has been fully admitted by the witnesses who have appeared before them on behalf of the Indian Government.

Your Committee have had under their consideration certain proposals to connect the Cape of Good Hope with Calcutta "*vid* Mauritius." They are fully alive to the possible importance of a line to India, independent of foreign countries, but looking at the principle upon which grants for postal service are allowed, they cannot recommend any grant to this line beyond what may be fair for the actual postal service performed; and they believe that the growing wants of India are such, that ere long private capitalists will be found ready to embark in the undertaking.

In reference to the steam communication with England, required by the colonists of Mauritius, it appears in evidence furnished to Your Committee that in the course of last year a vote of 12,000 *l.* was passed by the Legislative Council for opening a steam communication with Aden; that sum seems to have been sufficient for the purpose, as parties were in readiness to undertake the service.

Your Committee would not interfere with the views of the colonists when so evidently expressed; considering that they are the parties most likely to make a judicious selection of the best route for their own interest, and they therefore recommend that the Government should grant to the colony the full permission to enter into such arrangement as may be necessary to effect the object in question.

In the course of a protracted inquiry much evidence has been taken before Your Committee, tending to show the decided advantage of iron over wood in the construction of vessels fitted for the packet service, more especially in those to which the screw propeller is applied, and they are of opinion

opinion that the postal service would suffer materially, both as regards speed and cost, if the contracting companies were compelled to employ steam ships built of wood, and not of iron. And Your Committee feel it their duty to call the attention of the Government to the evidence which has been received upon this subject, from the many eminent practical and scientific men who have appeared before them.

Your Committee cannot close this Report, without stating their conviction, that any arrangement which might tend to promote an exclusive traffic on the Indian lines in the hands of one Company, is open to serious objection; and in the recommendations which they have suggested for the consideration of the Government, they wish to lay down the principle, that the only security to the public for the full advantage of these communications, must consist in open and fair competition.

On the Government must rest the responsibility of carrying out that principle with honesty and fairness to the public, and it can only be effected by ample notice, and full particulars of the terms and conditions required being given, so as to enable all parties to enter the field who may be desirous of tendering for the service.

29 *July* 1851.

PROCEEDINGS OF THE COMMITTEE.

Martis, 17° *die Junii*, 1851.

MEMBERS PRESENT:

Viscount JOCELYN in the Chair.

Mr. Plowden.	Mr. Mangles.
Mr. Willcox.	Mr. Corry.
Mr. Divett.	Mr. H. Currie.
Mr. Chancellor of the Exchequer.	Mr. J. Wilson.
Mr. H. Berkeley.	Mr. Wm. Cowper.
Lord Naas.	Mr. Bright.

Mr. *Murray Gladstone*, Mr. *T. D. Neave*, and Mr. *R. W. Crawford*, M. P., examined.

[Adjourned till Thursday next, at Twelve o'clock.

Jovis, 19° *die Junii*, 1851.

MEMBERS PRESENT:

Lord JOCELYN in the Chair.

Mr. Willcox.	Mr. H. Currie.
Mr. Divett.	Mr. R. W. Crawford.
Mr. W. Cowper.	Sir James Hogg.
Mr. Corry.	Lord Naas.
Mr. H. Berkeley.	Mr. Plowden.
Mr. Bright.	Mr. J. Wilson.
Admiral Bowles.	

Mr. *John Allan* and Captain *Wilson* examined.

[Adjourned to Tuesday next, at Twelve o'clock.

Martis, 24° die Junii, 1851.

MEMBERS PRESENT:

Viscount JOCELYN in the Chair.

Mr. Chancellor of the Exchequer.	Mr. Mangles.
Mr. Wm. Cowper.	Mr. Willcox.
Mr. Corry.	Admiral Bowles.
Sir James Hogg.	Mr. Scott.
Lord Naas.	Mr. H. Currie.
Mr. H. Berkeley.	Mr. R. W. Crawford.
Mr. J. Wilson.	Mr. Plowden.
Mr. Divett.	Mr. E. H. Stanley.

Captain *Wilson* again examined.

Lieutenant-colonel *Edward Harvey*, Mr. *Anderson*, M. P., and Mr. *R. Bain*, examined.

[Adjourned till Thursday next, at One o'clock.

Jovis, 26° die Junii, 1851.

MEMBERS PRESENT:

Viscount JOCELYN in the Chai

Mr. Bright.	Mr. Willcox.
Admiral Bowles.	Mr. H. Currie.
Mr. Divett.	Mr. H. Berkeley.
Lord Naas.	Mr. R. W. Crawford.
Mr. Corry.	Mr. Plowden.
Mr. Mangles.	Mr. E. H. Stanley.
Mr. J. Wilson.	

Mr. *H. Watson*, Mr. *W. J. Cooper*, Mr. *M'Kerril*, Mr. *J. Stewart*, Mr. *Wood*, Mr. *Anderson*, M. P., and Mr. *Stephenson*, M. P., examined.

[Adjourned till Tuesday next, at Twelve o'clock.

Martis, 1° die Julii, 1851.

MEMBERS PRESENT:

Viscount JOCELYN in the Chair.

Mr. Divett.	Mr. R. Crawford.
Mr. H. Berkeley.	Mr. Willcox.
Mr. Mangles.	Admiral Bowles.
Mr. William Cowper.	Lord Naas.
Sir James Hogg.	Mr. Chancellor of Exchequer.
Mr. H. Currie.	Mr. James Wilson.
Mr. Plowden.	Mr. Corry.

Mr. *Page*, Mr. *G. T. Braine*, and Mr. *Remington* examined.

[Adjourned till Thursday next, at One o'clock.

Jovis, 3° die Julii, 1851.

MEMBERS PRESENT:

Viscount JOCELYN in the Chair.

Mr. Willcox.	Mr. R. Crawford.
Mr. Divett.	Admiral Bowles.
Mr. H. Berkeley.	Mr. James Wilson.
Mr. Mangles.	Mr. William Cowper.
Mr. Scott.	Mr. H. Currie.
Sir James Hogg.	Mr. Plowden.
Mr. Corry.	Lord Naas.

Captain *Henderson* examined. Put in Tables. *See* Appendix.

Mr. *Frith* and Captain *Wilson* examined.

[Adjourned till Thursday next, at One o'clock.

Jovis, 10° die Julii, 1851.

MEMBERS PRESENT:

Viscount JOCELYN in the Chair.

Mr. Plowden.	Sir James Hogg.
Mr. Divett.	Admiral Bowles.

[Adjourned till Tuesday next, at Twelve o'clock.

Martis, 15° *die Julii*, 1851.

MEMBERS PRESENT:

Viscount JOCELYN in the Chair.

Admiral Bowles.	Sir James Hogg.
Mr. Willcox.	Mr. Corry.
Mr. Divett.	Mr. H. Currie.
Mr. H. Berkeley.	Mr. Scott.
Mr. Plowden.	Mr. William Cowper.
Mr. James Wilson.	Mr. Mangles.

Colonel *E. Archer*, Mr. *Melvil*, Captain *Lynch*, and Mr. *Bligh* examined.

Committee deliberated.

The Chairman was instructed to prepare the draft of a Report.

Jovis, 24° *die Julii*, 1851.

MEMBERS PRESENT:

Viscount JOCELYN in the Chair.

Mr. James Wilson.	Admiral Bowles.
Sir J. Hogg.	Mr. Mangles.
Mr. Bright.	Mr. Willcox.
Mr. Divett.	Mr. H. Berkeley.
Mr. William Cowper.	Mr. Corry.
Mr. Plowden.	Mr. H. Currie.

Committee deliberated.

[Adjourned till Monday next, at Two o'clock.

Lunæ, 28° *die Julii*, 1851.

MEMBERS PRESENT:

Viscount JOCELYN in the Chair.

Mr. Chancellor of the Exchequer.	Mr. Divett.
Mr. H. Berkeley.	Mr. Corry.
Mr. Willcox.	Sir J. Hogg.
Admiral Bowles.	Mr. William Cowper.
Mr. Bright.	Mr. H. Currie.
Mr. James Wilson.	Mr. Plowden.
Lord Naas.	

Draft

Draft Report, prepared by the Chairman, read a first time, as follows:

"Your Committee having investigated the strong and urgent claims of the colonies of Australia, to the participation of the advantages of steam communication, which have been so beneficially enjoyed by most other British settlements, and having laid before The House a Special Report upon the subject, have now carefully considered the improvements, of which the steam communication with India may still be susceptible.

"The arrangements under which this service is as present conducted, are generally so well known to the public that is unnecessary for Your Committee to enter into further detail, than may be requisite in order to elucidate their recommendation.

"In the investigation of this part of their inquiry, Your Committee have not thought themselves justified in excluding its commercial bearings. Although they consider the postal question paramount, and the one to which their attention should be most directly pointed, yet they feel that when a contract is given for postal service, which necessarily interferes to prevent the operation of competition, it is impossible to exclude those considerations, as they materially affect the cost at which such service can be obtained.

"The three heads under which this subject may be most clearly considered, seem to be the following:

"1st. The arrangement under which the service is at present conducted.

"2d. The cost at which it is carried on, and the proportion which this bears to the speed obtained, and the facilities afforded.

"3d. The improvements required in future arrangements, and the best mode of securing them to the public.

"The arrangements under which the service is at present conducted are as follows:

"On the 7th of every month a mail is dispatched from the Post-office for India '*viâ* France.' From Marseilles, passengers and mails are conveyed in vessels in Her Majesty's service to Alexandria. At Alexandria arrangements have been made with the Egyptian Government for their transmission across the Isthmus of Suez, where vessels of the Indian navy are in readiness to start for Bombay; from Bombay, mails are despatched by Dak runners to different destinations in India.

"Some years ago heavy mails and passengers for this line were conveyed from Southampton to Malta by vessels of the Peninsular and Oriental Company, which left England four days previous to the mail by Marseilles; this service has, however, been discontinued, and its discontinuance it is stated has caused considerable inconvenience.

"The existing pecuniary arrangements for this service, between the Home

Home Government and the Government of India, may be revised in January 1853.

"The second monthly communication to India, and the only one to China, is conducted by the Peninsular and Oriental Company.

"Their vessels start from Southampton on the 20th of every month, and are overtaken at Malta by the express which leaves London four days later, they then proceed to Alexandria, where, under similar arrangements to those alluded to in the case of the other service, they are conveyed across the Isthmus of Suez. Vessels of the Peninsular Company are in readiness to proceed from Suez to Aden, from Aden vesssels of the Indian navy convey the mails for the Western part of India and the Calcutta express to Bombay; for this minor service no contribution is received from the revenue of this country by the Indian Government, and passengers, though frequently proceeding by this route, have no right to demand a passage.

"The main trunk line for India and China, proceeds to Point de Galle, where vessels are in waiting to convey the China passengers and mail *viâ* Singapore to Hong Kong, the Madras and Calcutta mail proceeding onward in the steamers of the main line to their destination.

"The arrangement by which this service is conducted also expires in 1853. As the homeward service is carried on under similar arrangements, Your Committee consider it unnecessary for them to enter into any further detail.

"2d. The cost at which it is carried on, and the proportion which this bears to the speed obtained, and the facilities afforded.

"From documents furnished to Your Committee, it appears that the sums paid from the revenues of England for the postal service to India and China, amount to 50,000 *l.*; this sum goes to the credit of the Indian Government, in part payment of the expenses of the Suez and Bombay line. There is also the cost of communication between Alexandria and the Post-office in London, the amount of which Your Committee have not the means of estimating. It is right to add, that the expense of the transit from Suez to Alexandria is borne exclusively by the East India Company.

"From the evidence before Your Committee, it appears that for the service between Suez and Bombay there are three steam vessels provided by the Government of India inferior in no respects to any steamers plying in the Indian seas; other vessels have, however, at times been employed, inadequate to the service. The average speed required by the contract with the Peninsular Company, appears to have been maintained on this line.

"Complaints have been made before Your Committee, that the comfort, and convenience of the passengers, have not been sufficiently considered in the arrangements; that these vessels being regarded as men-of-war, a discipline has been maintained incompatible with the comfort of the passenger, who has paid a large sum

for his conveyance; that no goods are carried by these steamers, and that the high rate of charge for bullion has caused considerable inconvenience to the trade at Bombay. It is right however to remark that a superiority in point of speed and accommodation has been shown to belong to the service performed by the vessels of the Indian navy from Suez to Bombay, over those running from the latter port to Aden, and that most of the complaints referred to have reference to this latter service, for which no contribution is received from the Home Government.

"For the mail service performed by the Peninsular and Oriental Company, between Southampton, Calcutta, and China, the sums paid amount to 183,000 *l.*, of which amount the East India Company contribute 75,000 *l.*

"Although the vessels on this line were considered of the first class when originally constructed, yet the rapid improvement which has taken place in machinery, and the employment of larger and more powerful steamers on various ocean lines within the last few years, render them now below the standand which has been reached by other companies undertaking a similar service.

"Witnesses have stated before your Committee that there has been considerable irregularity in the arrival of the Mails at Calcutta by this line, and statements have been made to the same effect effect by the commercial bodies at Calcutta.

"The rate of fares charged by the Company;

"The cost for carriage of freight;

"The difficulties thrown in the way of passengers taking advantage of the different European lines, which might be made available for pleasure and for comfort from Alexandria, and the crowded state of the vessels at certain periods of the year, have all been matters of complaint before Your Committee.

"On the other hand, evidence has been brought forward to speak to the attention that passengers have received on board the vessels belonging to the Peninsular and Oriental Company.

"Whilst Your Committee refrain from giving any opinion on the conflicting statements, which have been made as to the mode and spirit in which the service has been performed by the Peninsular and Oriental Company, they are of opinion that the English and the Indian public have at times experienced considerable inconvenience, and it is certain also, that until within the last 18 months, when the agitation of the question connected with the renewal of the contract brought the matter more prominently before the public, the Peninsular and Oriental Steam Company had done little towards introducing into their line those great and important improvements, as regards speed, which have of late years taken place in Ocean Steam Navigation; of late, however, some of these vessels have undergone considerable improvement, and have been rendered competent to maintain a speed considerably in excess of the contract rate.

3d. "The

3d. "The improvements required in future arrangements, and the best mode of securing the advantage to the public.

"Your Committee is of opinion that in all future tenders, a considerably greater speed should be insisted upon than that required by the present contract.

"In regard to the extension of the main line to any other points than those with which communication at present exists, it does not appear to Your Committee that, with the exception of a line from Hong Kong to Shanghai, any further extension is required to which a Government would be justified in contributing, in the shape of a separate contract for postal service; all intermediate lines, such as those lately opened between Bombay and Point de Galle, and Calcutta and Singapore, unless facilitating any general arrangements, should be left to private enterprise for their development.

"From the evidence which has been furnished to Your Committee by persons connected with the trade of India, they are led to believe that there has been, since the establishment of steam communication, a rapid increase in the commercial intercourse of England, India, and China; and that in the last few years the number of passengers taking advantage of the overland communication has greatly increased.

"Your Committee have had in evidence, that the more valuable articles of merchandise (opium, silks, and spices), will, if the freight be moderate, amply repay the cost of rapid communication between England, India, and China, and there is every reason to believe, that on the completion of a railroad across the Isthmus, which, from the evidence before Your Committee, they trust may be shortly commenced, this important traffic will be largely developed.

"The evidence before Your Committee shows strongly that a full communication every fortnight is required between England and the different Presidencies in India, and that such communication, with a moderate assistance for postal service, would be remunerative. Similar evidence has been given with regard to China, but not to the same extent.

"Your Committee, knowing the effect of steam communication in developing trade, and the tendency which it always has largely to increase the amount of traffic on any line, in proportion with the frequency of the opportunities afforded; and having before them the offer made for the performance of a similar service to the one conducted by the Peninsular and Oriental Company, for nearly half the amount now paid by the Government for that line; having likewise the admission of the Peninsular and Oriental Company, that the increase of the traffic and passengers is such as to induce them to build large screw steamers for an additional communication, are induced to believe that a full mail service twice in the month, to the different Presidencies of India, and to China, might be established without any considerable charge on the public revenue.

"Certain proposals appear to have been made by the Eastern Steam Navigation Company to carry out a communication between

England, India, and China, the express portion of the mails to be conveyed '*viâ* the Trieste Route,' in conjunction with the Austrian Lloyd's Company; the political advantages of having two lines open across Europe, Your Committee consider of considerable importance, more especially as it appears that, owing to the probable completion of the continental railways in the course of the next two years, it will become the most rapid route between England and Alexandria; and it appears from the evidence that the Governments interested in these lines are prepared to enter into negotiation, and to give every facility for the transmission of the mails.

"It has been suggested to Your Committee that in order to secure to the public the advantages of these communications, stringent rules should be laid down in any new engagement that may be entered into between the Government and companies undertaking the service, and that rates of speed and fares should be fixed. Your Committee concur in these suggestions so far as regards the size of the vessels and the speed required, and they are of opinion that the penalties for failure in speed should be such as might be rigidly enforced when such failure cannot be satisfactorily accounted for; but they do not believe that there is any mode by which the full advantage of the communication can be secured to the passengers and traffic of India by the interference of Government in the internal arrangement and management of the affairs of a private company.

"The only mode in which this can be secured to the public, is by the establishment of a wholesome competition.

"Upon a full consideration of the question, Your Committee recommend that a communication between England and the different Presidencies in India and China should be established, twice in the month, and that such communication should be separated into two distinct services, and put out to separate tender.

"Your Committee have already stated that the existing contract with the Peninsular and Oriental Steam Company is terminable in January 1853; and as it appears from the evidence that any new parties competing will require at least 18 months after their offer is accepted to prepare for the due performance of their engagements, it is the opinion of Your Committee that no time should be lost by Her Majesty's Government in taking all the preliminary steps which the encouragement of a fair and open competition so obviously demands; and they therefore recommend that tenders may be called for, contemplating the arrangements already alluded to. Ample time will thus be given to enable Her Majesty's Government to decide from the tenders which may be sent in, whether a bi-monthly communication can be established on the plan proposed, without any probable increase of expense to the revenue of this country.

"With respect to the service now performed by vessels of the Indian navy, Your Committee are of opinion that in point of economy, the comfort of the passenger, and the requirements of trade, this service would be performed to greater advantage by a private company.

"On

"On the other hand, there are heavy charges borne by the Indian Government in connexion with the expensive arrangements entered into at the period when the question of steam communication was fully considered by Her Majesty Government in 1844, which, in any new arrangements would require to be fully adjusted.

"Your Committee have likewise been informed, that there are political reasons which render it important that this communication should remain in the hands of the India Company.

"Your Committtee have not entered into this point, but they consider that it is a question for investigation by those Committees which they understand will be shortly appointed to consider the future arrangements for the Government of India; should the service continue to be performed by the Indian Government, Your Committee are of opinion that it should be maintained at no greater cost to the public than would be required by a private company, and that the same attention should be bestowed to the comforts of the passengers and the wants of trade, as in vessels conducted by private enterprise. Your Committee think it right to add that this principle has been fully admitted by the witnesses who have appeared before them on behalf of the India Government.

"Your Committee have had under their consideration certain proposals to connect the Cape of Good Hope with Calcutta '*viâ* Mauritius.' Your Committee are fully alive to the possible importance of a line to India, independent of foreign countries, but looking at the principle upon which grants for postal service are allowed, they cannot recommend any grant to this line beyond what may be fair for the actual postal service performed; and they believe that the growing wants of India are such, that ere long private capitalists will be found ready to embark in the undertaking.

"In reference to the steam communication with England, required by the colonists of Mauritius, it appears in evidence furnished to Your Committee that in the course of last year a vote of 12,000 *l.* was passed by the Legislative Council for opening a steam communication with Aden; that sum seems to have been sufficient for the purpose, as parties were in readiness to undertake the service.

"Your Committee would not interfere with the views of the colonists when so evidently expressed; considering that they are the parties most likely to make a judicious selection of the best route for their own interests, and they therefore recommend that the Government should grant to the colony the full permission to enter into such arrangement as may be necessary to effect the object in question.

"In the course of a protracted inquiry much evidence has been taken before Your Committee, tending to show the decided advantage of iron over wood in the construction of vessels fitted for the packet service, more especially in those to which the screw propeller is applied. And Your Committee feel it their duty to call the attention of the Government to the evidence which has been

received upon this subject, from the many eminent practical and scientific men who have appeared before them.

"Your Committee cannot close this Report, without stating their conviction, that any arrangement which tends to perpetuate a monopoly of the Indian lines in the hands of one Company, is open to serious objection; and in the recommendations which they have suggested for the consideration of the Government, they wish to lay down the principle, that the only security to the public for the full advantage of these communications, must consist in open and fair competition.

"On the Government must rest the responsibility of carrying out that principle with honesty and fairness to the public, and it can only be effected by ample notice, and full particulars of the terms and conditions required being given, so as to enable all parties to enter the field who may be desirous of tendering for the service."

Question, "That the Draft Report be read 2°, paragraph by paragraph," put, and agreed to.

Paragraphs down to "With respect to," postponed.

Paragraph beginning "With respect to," read.

Amendment proposed (Sir *James Hogg*), To leave out all the words after "that in" to the end of the paragraph, in order to add the words, "the abstract, private agency is more efficient than that of a Government in the management of steam packets engaged in the conveyance of mails and passengers; but they deem it necessary to state, that in the particular case of the communication between Suez and Bombay, it was committed to, and has been continued in, the hands of the East India Company, from important political considerations.

"It has been stated to Your Committee, that when the arrangement for the Bombay and Suez line was sanctioned in 1834, and confirmed in 1844, no period for its duration was fixed, and the East India Company were induced to incur heavy expenses of a permanent character, required to give efficiency to the service. The settlement of Aden also, it has been stated, was acquired by the Government of India solely in view to the steam communication, and this place, upon which large sums have been, and continue to be expended in fortifying and maintaining it, is a free port to which the vessels of the Contract Company, equally with all other shipping, have uncontrolled and gratuitous access.

"Should any new arrangements be made for the Bombay and Suez line, these heavy charges would require to be fairly adjusted. If, on the other hand, the service remains in the hands of the Indian Government, Your Committee are of opinion that it should be maintained at no greater cost to the public than would be required by a private company, and that the same attention should be bestowed upon the comfort of the passengers and the wants of trade, as in vessels conducted

dicted by private enterprise, a principle fully recognised and admitted by the witnesses on the part of the Indian Government." Question, "That the words proposed to be left out stand part of the paragraph," put. Committee divided:

Ayes, 10.	Noes, 3.
Mr. Chancellor of Exchequer.	Sir James Hogg.
Lord Naas.	Mr. Plowden.
Mr. William Cowper.	Admiral Bowles.
Mr. Willcox.	
Mr. Corry.	
Mr. Divett.	
Mr. H. Currie.	
Mr. James Wilson.	
Mr. Bright.	
Mr. H. Berkeley.	

Question, "That this paragraph stand part of the Report," put, and agreed to.

The postponed paragraphs, down to paragraph beginning "The main trunk" read, and agreed to, with amendments to several of them.

Paragraph beginning "The main trunk," read.

Question, "That this paragraph stand part of the Report," put, and negatived.

Paragraph struck out.

Motion made (Sir *James Hogg*), "Vessels of the Peninsular and Oriental Steam Company are in readiness to proceed from Suez to Point de Galle, Madras, and Calcutta, stopping in their route at Aden; the communication between which place and Bombay is effected by vessels of the Indian navy, which convey the mails for Western India, and also such letters for Madras and Calcutta as are intended to be forwarded by express from Bombay.

"The arrangement of this extension of the bi-monthly communication to Bombay formed no part of the Government plan of 1844, and was gratuitously adopted by the Indian Government. It was not intended to include the conveyance of passengers, who are, however, permitted to proceed in the vessels, as far as the accommodation will permit." Question put, and agreed to.

Paragraph inserted.

Paragraphs, down to paragraph beginning "Complaints have been made," read, amended, and agreed to.

Paragraph, beginning "Complaints have been made," read.

Amendment proposed (Sir *James Hogg*), After "arrangements," to insert the words, "these complaints refer chiefly to the vessels engaged in the bi-monthly communication between Bombay and Aden, the vessels employed in which, as before observed, are not designed for passengers. It has further been stated to Your Committee, as respects the vessels of the Indian navy generally, that inconvenience is experienced by the mercantile community from the high rate of freight for bullion, and from their not carrying merchandise." Question, "That those words be there inserted," put, and agreed to.

Words inserted.

Question, "That the paragraph, as amended, stand part of the Report," put, and agreed to.

Paragraph, beginning "For the mail service," read.

Question, "That this paragraph stand part of the Report," put, and negatived.

Paragraph struck out.

Motion made, (Mr. *Wm. Cowper*), "The Peninsular and Oriental Steam Company receive for the mail service between England and Alexandria 23,000 *l.*; for that between Suez and Calcutta, 115,000 *l.*; and for that between Ceylon and Hong Kong, 45,000 *l.*; and of the amount paid for the two latter services, the East India Company contribute seven-sixteenths, viz. 70,000 *l.*" Question put, and agreed to.

Paragraph inserted.

Paragraphs down to paragraph beginning "In the course," read, and amendments made to several of them.

Paragraphs beginning "In the course," read.

Amendment proposed (Mr. *Bright*), After the word "applied," to insert the words "and they are of opinion that the postal service would suffer materially both as regards speed and cost if the contracting companies were compelled to employ steam ships, built of wood, and not of iron." Question, That those words be there inserted, put. Committee divided:

Ayes,

Ayes, 9.	No, 1.
Sir James Hogg.	Mr. Wm. Cowper.
Lord Naas.	
Mr. Plowden.	
Mr. Willcox.	
Mr. Curry.	
Mr. Divett.	
Mr. H. Currie.	
Mr. Bright.	
Mr. H. Berkeley.	

Words inserted.

Question, "That the paragraph as amended stand part of the Report," put, and agreed to.

The remaining paragraphs read and agreed to, with amendments.

Question, "That this be the Report of the Committee," put, and agreed to.

Chairman ordered to Report.

EXPENSES OF WITNESSES.

NAME of WITNESS.	PROFESSION or CONDITION.	By what Member of Committee Motion made for Attendance of the Witness.	Date of Arrival.	Date of Discharge.	Total Number of Days in London.	Number of Days under Examination by Committee, or acting specially under their Orders.	Expenses of Journey to London and back.	Expenses in London.	TOTAL Expenses allowed to Witness.
							£. s. d.	£. s. d.	£. s. d.
R. R. Smith - -	- - Surveyor, Post - Office, Dublin.	Chairman	28 April -	30 April -	3	1	5 10 -	3 3 -	8 13 -
Barnard Mathew -	- - Mercantile Marine.	Ditto -	19 May -	22 May -	4	1	5 - -	4 4 -	9 4 -
Christopher Claxton	Ditto - -	- - Mr. H. Berkeley.	14 „ -	16 „	3	1	5 - -	3 3 -	8 3 -
							TOTAL - - - £.		26 - -

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Martis, 17° *die Junii*, 1851.

MEMBERS PRESENT.

Viscount Jocelyn.	Mr. Chancellor of the Exchequer.
Mr. Willcox.	Lord Naas.
Mr. Divett.	Mr. Cowper.
Mr. Mangles.	Mr. Plowden.
Mr. Henry Currie.	Mr. Corry.
Mr. Berkeley.	Mr. Bright.
Mr. Wilson.	

VISCOUNT JOCELYN IN THE CHAIR.

Murray Gladstone, Esq., called in; and Examined.

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3679. *Chairman.*] WITH what mercantile house are you connected in Calcutta?—Gillanders, Arbuthnot & Company.

3680. How long have you been resident in Calcutta?—I went out first in 1841; our house has been there about 25 years.

3681. How long is it since you returned?—I left in the March steamer of this year, and arrived in the end of April; I returned by the Peninsular Company's steamer to Suez, and by the Trieste line of steamers from Alexandria.

3682. As connected with India, you are fully acquainted with the mode in which steam communication has been conducted between England and India?—I am.

3683. Do you consider the mode in which it has been conducted to be satisfactory?—I consider that the postal communication and the passenger communication between England and India have not been satisfactorily conducted by the existing line of steamers.

3684. What is the course of post between Calcutta and London?—The average is about 40 days, but we have had

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letters in as short a time as 35 days; we have two modes by which we receive letters from England, and send them to England; one by the Peninsular and Oriental steamer throughout by Ceylon, and the other by Bombay, and overland from Bombay to Calcutta.

3685. By which communication do you receive letters most rapidly?—Overland throughout is, taken altogether, I believe the quickest; but I have a table here which was printed at Calcutta before I left, showing the dates of arrivals at the Calcutta post-office of the Bombay express, compared with the dates of arrival of the Peninsular and Oriental steamers. (*The same was delivered in.*)

Vide Appx.

3686. What do you gather from that paper?—There are 22 occasions on which the steamer arrived before the express; the comparative statement begins in 1845, and it is filled up to February 1851.

3687. What is the whole number of arrivals?—Seventy-two arrivals is the number to which the comparison applies, in 22 of which the steamer arrived before the express.

3688. Will you state to the Committee the mode in which the communication is conducted?—To begin with the Peninsular and Oriental Company's steamer; that leaves Southampton on the 20th of the month and proceeds to Malta, where it is joined by the packet made up in London on the 24th of the month; then the mail proceeds from Malta to Alexandria; then it is carried to Aden; at Aden a steamer takes the Bombay portion of the mail to Bombay; the Peninsular and Oriental steamer goes on to Ceylon, and leaves there the mail for China, and proceeds from Ceylon up to Calcutta. When the mail arrives at Bombay an express is dispatched from Bombay to Calcutta, carrying however only a few light letters, and when the mail arrives in that way in Calcutta, you receive only a portion of your despatches, a very unsatisfactory part of the correspondence.

3689. That is the portion that is marked "express"?—It is; it is made up of a certain weight, so that it may be carried quickly.

3690. Which portion of the line is performed by the vessels of the Indian navy?—From Aden to Bombay; then there is another despatch which leaves London on the 7th of the month; that proceeds by Marseilles to Alexandria, and at Suez it is taken by the vessels of the Indian navy to Bombay; then from Bombay it goes overland to Calcutta.

3691. How is the mail carried from Marseilles to Alexandria?—By the vessels of the Queen's navy.

3692. What

3692. What is the character of the vessels in which the Peninsular and Oriental service is performed?—I have a list here of their steamers. Between Calcutta and Suez they have three, the "Hindostan," the "Oriental," and the "Haddington;" they are from 1,500 to 1,800 tons; they are called here from 500 to 520 horse power.

3693. Are you aware of the kind of vessels employed by the Indian navy to perform the short line from Aden to Bombay?—I have seen them, but since 1841 I have not been on board of them; I went from Suez to Bombay in 1841 in one of those steamers; they are frigates; large vessels.

3694. Do the same sort of steamers perform the short express which meets the Peninsular and Oriental steamers at Aden?—Yes, the same character of vessels.

3695. Do you consider those arrangements satisfactory?—I do not, because I consider that the speed of the steamers is insufficient. In going out in September last the "Oriental" conveyed us from Suez to Calcutta; that is a fine boat which has been recently improved in this country, and her speed varied from 9 to 11 knots; in returning, the largest day's work was 265 miles, with a considerable current in our favour, and the other days' work was from 200 to 232 miles a day.

3696. Are you aware of the speed at which, under contract, a provision is made for those vessels?—Yes; but that has been fixed too low, with reference to the improvements which have taken place since in steam generally.

3697. Do you think that they have maintained the speed provided under the contract?—I consider that they have quite maintained that speed.

3698. That is, eight knots and a half an hour?—Yes. There may be exceptions, but upon the average they have done more than that.

3699. Then in stating that the arrangements at present are not satisfactory, you do not mean to state that you think it is owing to any fault of the company who now carry on the communication, but that it is owing to the arrangements which have been made with that company?—That is one reason; but I think the company might have done more, because improvements have been made in steamboats for several years past, which might have been adopted and applied to the Indian communication: for instance, the "Bentinck" steamer remained in India till last year. I came home in her in June 1849; her boilers were in such a state that they could not be pressed; we could not get out of her a proper day's work.

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3700. Lord *Naas.*] At what speed did she go through the voyage?—About six to eight knots; she was very slow.

3701. *Chairman.*] That was under the contract speed?—It was.

3702. Mr. *Willcox.*] Was that when she was coming home for repairs?—No, it was a year and a half before she came home for repairs.

3703. What was the date?—June 1849.

3704. Mr. *Corry.*] Was she kept on the station with those defective boilers a year and a half after that time?—Yes, she remained in India, and carried the mails till 1850, I think.

3705. Lord *Naas.*] A year and a half after the voyage to which you allude?—Yes, about a year and a half.

3706. *Chairman.*] Are you aware that any steps have been taken by the Calcutta Chamber of Commerce with reference to steam communication?—Yes. The Calcutta Chamber of Commerce had numerous complaints made to them of the slowness of the steamers, and the imperfect arrangements for passengers. They took up the question actively, and they addressed a memorial to the East India Company and to the Board of Control, and representations were also made to the Court of Directors of the Peninsular and Oriental Company.

3707. Was any reply received to that memorial?—I left India before any reply had been received.

3708. Have you seen a reply?—I have not seen a reply.

3709. Mr. *Willcox.*] Are you aware that it was published in the Indian papers before it was sent home to the parties to whom it was addressed?—It (the Memorial of the Chamber) was published, not before it was sent home, after it was sent home; and to show the community in India that their complaints were not disregarded there.

3710. But long before any answer could be sent?—Long before any answer could be sent.

3711. *Chairman.*] Has any effect been produced by the communication which the Chamber of Commerce had with the Peninsular and Oriental Company?—I saw a marked improvement in the arrangements for passengers; and I hear others say the same thing, that they have found improvements.

3712. Do you think that the arrangements are sufficient to meet the requirements of the trade as to postal communication?—I think not; I think we require two complete lines of communication a month.

3713. Mr. *Corry.*] What do you mean by "two complete lines"?—I mean two lines of steamers from England to Alexandria, and from Suez to Calcutta and back every month.

3714. *Chairman.*]

3714. *Chairman.*] At present there is not an entire semi-monthly communication, it is only a partial one?—Only a partial one; the first one in the month, which leaves on the 7th, is a broken one. Some years ago there was a complete bi-monthly communication; the mail left on the 3d of the month, and was followed by the mail of the 7th by Marseilles.

3715. Have you reason to believe that the trade of India and the passenger communication is such as to support two distinct and separate lines?—It appears to me that it would be sufficient, because the vessels of the Peninsular Company are inconveniently crowded at present, and a great number of passengers, who would go overland, go by the Cape, knowing that the vessels are overcrowded.

3716. Have you any idea what portion of the passengers to and from England go round by the Cape?—I cannot tell the figures, but I know that we have ourselves large passenger ships consigned to our house going round the Cape, which are quite full this year.

3717. Lord *Naas.*] Is there any means by which you could find out the number of passengers who go round the Cape?—I think it might be ascertained; the Calcutta Almanack contains a list of them; I believe it might be made up from that pretty accurately.

3718. *Chairman.*] Do you believe that if there was ample accommodation in steam communication between Calcutta and the various presidencies of India, *viâ* the Red Sea and across the Isthmus of Suez, those passengers who now go by the Cape would take advantage of the quicker route by the Red Sea?—A large proportion of them would. There are some who would go the other way on account of health.

3719. With reference to the large portion of passengers who you say take the Cape route, do you believe that they are influenced in so doing to any extent by the cheaper passage which it affords, or is it simply on account of its being a more comfortable mode of effecting a long sea voyage?—They look at the comfort by the route round the Cape in comparison with the inconvenience which they apprehend going the other way.

3720. You do not think that it is as a matter of cheapness that they adopt it?—With many, I am sure it is not.

3721. Mr. *Bright.*] Have you been to India by both routes?—I have not been by the Cape.

3722. Have you been more than once by the Overland route?—I have been twice backwards and forwards.

3723. *Chairman.*] Do you believe that the arrangements as to steam communication with India at present are adequate to

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meet the wants of postal communication, or would you suggest that the steamers should touch at any other points than those at which they now touch?—I do not consider that it would be necessary for them to touch at any other points than those touched at at present.

3724. Do you consider that there is an extension of communication from Calcutta towards China required to meet the wants of commercial communication?—Such a communication was required, and it is being supplied by two steamers, the "Erin" and the "Lady Mary Wood," which are to run between Calcutta and China.

3725. Is that service performed under any contract with the Government, or is it a matter of experiment on the part of the Company?—It is a matter of experiment on the part of the Company. The opium trade between Calcutta and China is one of very great importance. The steamers which run from Bombay to China have not sufficient room to carry the amount of opium that goes from Calcutta to China; and it is in a great measure to take that opium that those steamers are put on.

3726. Is the Indian communication between the different presidencies of India adequate to the wants of commerce?—There scarcely is any at present, except by the Peninsular steamers, and their charges are considered to be excessive for short distances.

3727. Is the communication from Bombay to Calcutta carried on at present by steamers direct?—Not direct. You do not proceed round in one steamer, but you go from Bombay to Ceylon, and there you have to wait for the steamer that arrives from England at Suez, and then you proceed in her up to Calcutta.

3728. Is the portion from Bombay to Ceylon likewise only an experiment of the Company, or have they any contract for that service?—They have a contract for the communication with China, and that is part of it. They run steamers through from Bombay to China, working the contract from Ceylon to China, I believe.

3729. Is there any object, in a commercial point of view, in running up from Point de Galle to Bombay?—It is of great importance, in a commercial point of view, to carry the opium from the Bombay Presidency to China.

3730. Mr. *Willcox.*] Are there any advantages with regard to repairs in going to Bombay?—I have no doubt that there are great advantages in going to Bombay for the repair of the steamers. But I am speaking of the question merely in a commercial point of view, as far as the trade is concerned.

3731. Mr.

3731. Mr. *Divett.*] Have you the means of informing the Committee of the proportion of opium exported from Bombay and from Calcutta?—I have not before me the means of stating that. There are other witnesses, I believe, who know the China trade much more intimately than I do. I should only waste the time of the Committee by going into it.

3732. Mr. *Corry.*] When you say that the overland mail which leaves London on the 7th of the month, is only a partial communication, do you mean that it is partial only on account of the steam communication commencing at Marseilles?—I do.

3733. Therefore it is principally with reference to passengers that you call it a partial communication?—Yes; and in this respect also, that we do not send heavy letters; our invoices and bills of lading, which are so important a part of the trading documents of the country, we keep back.

3734. Then for postal purposes also you consider it a partial communication?—I do.

3735. Mr. *Wilson.*] *It is a question of charge?*—*It is.*

3736. Mr. *Corry.*] The overland mail from Suez to Bombay is carried by vessels belonging to the India navy?—Yes.

3737. Is there any steam communication direct from Bombay to Calcutta by Ceylon?—No. From Bombay there is the overland mail to Calcutta. But in the communications between Bombay and Calcutta by Ceylon, there is a transhipment and delay at Ceylon, which I consider inconvenient.

3738. Mr. *Mangles.*] Are you aware why the communication from Southampton on the 3d of each month was dropped?—I do not recollect; I was in India at the time.

3739. Has not the dropping of that produced great inconvenience?—I consider it so, as we now have to retain in England and in India heavy letters and documents which we wish to send forward in course of post.

3740. And as to passengers?—As to passengers decidedly.

3741. Is it not almost a bar to any passengers going by that mail?—There are intermediate steamers which run from Alexandria, belonging to the Peninsular and Oriental Company, three or four times a month, by which they can make out the voyage, calling at Lisbon and other places in the way; but they do not carry them direct.

3742. Do many parties go by those steamers?—No one goes that way if he can help it; everybody wishes to make a direct passage.

3743. Would it not be a great convenience to the public to

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have that intermediate steamer put on again?—I conceive it would.

3744. Is it not a great hardship to all but the wealthy, and those who have important letters, to have to incur the great expense of postage through France?—Decidedly so; we do not avail ourselves of the Marseilles despatch for heavy letters; we keep them back for the Southampton mail.

3745. Do not you think there would be a much greater bulk of correspondence if the Southampton steamer were put on again?—Certainly there would be.

3746. Is it not a great grievance to the generality of people, especially to the friends of private soldiers in India, and to other parties, that if they wish to write by Marseilles, they would have to pay 1*s*. 10*d*. postage?—It is a bar to writing; they do not write.

3747. Mr. *Cowper*.] Was not that portion of the contract dropped for the sake of economy?—I am not aware of the grounds upon which it was dropped.

3748. Why should not passengers avail themselves of the route from Dover to Marseilles, across France?—On account of the expense and the trouble with their baggage, which is excessive.

3749. Is not a great portion of the route already occupied by railway?—A great portion is, but the railway is not completed.

3750. Do not you think that many travellers prefer shortening their journey by four days by going through France, rather than having the longer route by the Bay of Biscay?—Those who can afford to do it will certainly.

3751. Do you think that any great inconvenience arises from the commercial documents of which you speak, going only once a month instead of twice a month?—I believe that many find great inconvenience from having their letters and documents kept back a fortnight. The trade of India has become a trade of credit to a great extent, and many people require their bills of lading a fortnight sooner than they get them now; and it is a great inconvenience to them.

3752. Mr. *Wilson*.] Do not the bills of lading always accompany the bills of exchange?—There are many instances in which bills of exchange are not drawn against the bills of lading, but where the bills of lading alone are sent out.

3753. Where the goods go round by the Cape, can the delay of a fortnight in sending the bill of lading be of any consequence?—In many instances the moment a bill of lading is received in India

India money is raised upon it. There might be an entire change in the rate of exchange in a fortnight.

3754. Mr. *Divett.*] Are you aware of the rate of freight by the steamers between Calcutta and Canton?—I think it was 20 rupees per chest for opium.

3755. What is it from Bombay?—I do not recollect.

3756. Do you know what it is by the clippers?—Eight rupees, I think.

3757. Less than half?—Yes.

3758. What is the average duration of the voyage by the clippers from Calcutta to Canton?—It varies with the monsoon.

3759. With a favourable monsoon?—Probably the China witnesses will know those details better than I do. With regard to the conveyance of opium from Calcutta to China, the "Lady Mary Wood" was to leave last month with opium; our house applied for shipping orders to receive the opium, and they said they could not grant them until they had ascertained what quantity of opium was going to be sent that way. In that uncertainty half the quantity of opium that our house had to send was unreservedly sent by clippers; it would have gone by the steamer if the agent could have said, "We will take it all."

3760. Mr. *Berkeley.*] You attach great consequence to the speed of postal arrangements between England and India?—I do.

3761. What is the expense of postage from Bombay to Calcutta?—From Bombay to Calcutta, by express, a single letter is one rupee 14 annas, that is very nearly 4 *s.*

3762. Is the postage charged on letters sent from Bombay to Calcutta by post a very heavy charge on the Calcutta community?—It is a very heavy charge; on heavy letters it comes to five, six, or eight rupees per letter.

3763. Would not a reduction of that charge be an important benefit?—Clearly it would.

3764. From your answer it appears that Calcutta is placed in a much worse position as to postage than Bombay, with respect to letters sent from England?—Clearly, much worse.

3765. Mr. *Corry.*] What is the difference in the course of post between the mail direct from Southampton and that by the Overland route *viâ* Marseilles to Calcutta?—The mail leaves by Southampton on the 20th, and by Marseilles on the 24th, making a difference of four days. In coming home the difference is rather greater; there is generally a week between the arrival of the Marseilles mail and the arrival of the steamer at Southampton.

3766. What

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3766. What is the average number of days required to convey a letter from Southampton to Calcutta by the overland route?—According to this table the average of the Peninsular and Oriental steamers is 42 days.

3767. Mr. *H. Berkeley.*] What is the fastest?—The fastest is 36 by the steamer, and 35 by the express.

3768. Have you made any calculation as to what the rate might be if the steamers were accelerated to 10 or 11 knots an hour?—I have made a calculation that it would reduce it to 32 days.

3769. You mean round by Ceylon?—Yes.

3770. Mr. *Corry.*] From Southampton?—Yes; it would reduce it from 36 to about 32.

3771. Mr. *Currie.*] Have you also made a calculation of the additional expense of that acceleration?—No, I did not go into that.

3772. Mr. *Willcox.*] You have stated that the steamer at Calcutta arrived only 22 times, out of 72, before the Bombay express; do you assert that from your own knowledge, or from that paper?—From this paper.

3773. Mr. *Corry.*] Is that an official document?—It is a document that was printed in Calcutta, but the materials were got up by the representatives of the company at Calcutta.

3774. It was not printed by the friends of the Peninsular and Oriental Company, was it?—It was.

3775. Will you have the goodness to refer to it, and see about what period of their operations it was that those 22 occasions occurred on which the steamer arrived before the express?—The first is in April 1846; others are in August 1846; in September 1846; in December 1846; and in January 1847; there seems to be no rule by which it is governed.

3776. What time does that table come down to?—February 1851.

3777. *Chairman.*] What is the paper?—A statement showing the times of arrival of the Bombay express at the Calcutta general post-office, and of the Peninsular and Oriental steamers at Calcutta.

3778. Mr. *Corry.*] Is it the practice to send invoices and heavy documents from Calcutta to Bombay by the express?—Not by the express; the weight is limited to one rupee weight, 180 grains.

3779. Mr. *H. Berkeley.*] As regards the overland letters, would not an increase of speed round Ceylon obviate the necessity

necessity of additional overland communication from Bombay to Calcutta?—Yes, it would.

3780. Mr. *Mangles.*] Do persons often write to Calcutta by way of Bombay?—We frequently do, because it is possible that letters forwarded by Bombay may arrive a day or two before those that arrive by Ceylon.

3781. Mr. *Divett.*] Do I rightly understand you to say that the communication from Bombay to Calcutta is confined to very small weights?—Yes; that part of the communication from England to Calcutta: between Bombay and Calcutta there is no other communication for letters but overland.

3782. You were understood to say that the communication by the express is confined to letters below a certain weight?—Yes.

3783. Are they prepared to take any number of letters of one rupee weight?—No, they limit the weight; 400 rupees weight is the weight of an ordinary express.

3784. Why is that?—In consequence of the mail being carried by runners.

3785. *Is that the weight carried by one runner?*—That weight is carried by one runner.

3786. *Chairman.*] There are a great many runners, are there not?—Yes; one runs his turn, and then hands the package over to another.

3787. They only send by one mail the weight that can be carried by one runner?—They so arrange it. Upon extraordinary occasions we have applied for a double express, and they have put it on. At the Post-office they have made their arrangements for a double weight.

3788. Then in fact, the route is entirely unavailable, as regards heavy despatches?—Clearly so; quite.

3789. Mr. *Currie.*] Is the amount received for postage sufficient to pay the expense of the conveyance, or is there any contribution from any other source?—It goes into the general expense of postal communication in India; it is included in their account.

3790. *Chairman.*] Having stated your views as to the postal communication, will you be good enough to state whether you consider the present passenger communication adequate?—I consider that the steamers are inconveniently crowded, and that the passengers are not made so comfortable as they ought to be.

3791. What do you think the effect of that has been?—The effect has clearly been to fill the ships round the Cape.

3792. You believe that if a more comfortable means of conveyance

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veyance were given for passengers, they would take advantage of the quicker communication?—Yes, and I think it should also be cheaper than the present rates; I think the present charges are too high.

3793. What is the cost of the passage?—The lowest cost is 128*l.* from Calcutta to Southampton.

3794. And from Southampton to Calcutta?—I think it is the same, 125*l.* or 128*l.*

3795. Mr. *Bright.*] You say that the passengers are not made so comfortable as they ought to be. Will you explain more in detail what you mean?—The objections of the passengers were stated plainly by those who were in the "Oriental" in October last, and those who followed in the "Haddington" in the following month. They complained that the fare was not good, and that they were greatly crowded in their cabins; and in point of fact, there is a long statement of things which they deemed objectionable.

3796. Was that statement published?—It was.

3797. Mr. *Willcox.*] Are you not aware that it is only at certain periods of the year that those ships are so crowded?—At certain periods of the year they are greatly crowded.

3798. Are you not aware that they very often go only half filled?—The "Precursor" came home the other day not very full; but I think it is for this reason, people apprehend discomfort, and therefore make other arrangements; if they knew that the steamers were always comfortable, I feel convinced that a greater number of people would travel by them.

3799. Are you not aware that the Peninsular and Oriental Company, with the object of distributing the passengers more equally, have lowered their fares during the monsoon months, in order to tempt passengers to go at that time?—I am quite aware of that; they should have lowered their fares for the intermediate places also. If a passenger wishes to go from Madras to Suez it is cheaper for him to take his passage from Madras to England, and leave the steamer at Suez.

3800. *Chairman.*] Will you explain how that is?—Because they have not reduced the intermediate passage moneys; they reduced the passage upon the long distance, but they keep up the intermediate fares.

3801. Mr. *Willcox.*] Are not you aware that that was rectified afterwards?—No, I have not seen any rectification of it.

3802. Lord *Naas.*] What do you call the "intermediate fares"?—Between Calcutta, Madras, Ceylon and Egypt.

3803. Mr. *Corry.*] How would you propose to prevent the vessels being inconveniently crowded; by putting on larger vessels,

vessels, or by making a semi-monthly direct communication? —By making a semi-monthly direct communication.

3804. *Chairman.*] Is there any inconvenience felt by passengers from the manner in which the charge is made for the passage from Calcutta to England in this respect, that on their arrival at Suez they are unable, if they wish, to take advantage of any other communication from Suez, owing to having paid the full fare?—Yes; persons often leave India for their health, and come to Egypt to remain for the benefit of their health; to them it is a great convenience to have a reduced rate of passage money to Egypt; and from Egypt, to have a choice of routes, so that they can either come to Southampton or go to Trieste.

3805. On the other hand, supposing a number of passengers are anxious to take their passage for England, and that others wish only to take their passage for Suez, would it not be felt as rather a hardship that those who were ready to pay their passage for the whole distance should not have some advantage, and that those who only paid the half fare should perhaps have a priority of choice?—The steamer is a public carrying hotel, in fact, and it should treat all alike.

3806. You know that in former times, when mail communication was common in this country, a passenger by the mail, in order to secure his place by the mail, had to take it for the whole journey?—Yes.

3807. Do you think that the same argument may be used on behalf of the company in carrying out the communication between England and Calcutta?—I think not.

3808. Why not?—Because I think that the charges of the Peninsular and Oriental Company are excessively high for the distance.

3809. Mr. *Willcox.*] Have you ever made a comparison with the charges of other companies in proportion to the distance?—I have only compared them with the American charges.

3810. How do you make out the comparison?—For instance, in the rate of freight the Peninsular and Oriental Company charge 40 *l.* a ton.

3811. The question refers to passengers?—In the passage money I do not know the exact proportion, but the American charges seem to be much lower.

3812. Can you give any particulars?—I have not the figures by me; I can give you the figures exactly as to the freight. The American charge is 35 *l.* for 3,000 miles for first

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first class, giving for 8,000 miles 96*l.* against 128*l.*, the Peninsular and Oriental charge.

3813. *Chairman.*] Do you know the quantity of freight carried across the Isthmus?—A considerable quantity of freight from China goes across the Isthmus.

3814. What is the character of the freight?—Silk, chiefly, and silk piece goods.

3815. Is there any bullion?—A large quantity of bullion goes backwards and forwards from one country to the other, just as it is required.

3816. Do you know what is paid upon that bullion?—Two per cent. on large; three to five on small parcels, is the rate of freight now.

3817. Is the same charge made by the Peninsular and Oriental Company that is made by the Indian navy?—The Indian navy steamers are merely made use of for the communication from Aden to Bombay. Specie is sent to Ceylon and waits the arrival of the steamer from China, and it is conveyed by it to Bombay.

3818. Why is the Indian navy not made use of for the purpose?—On account of their charging one per cent. more than the Peninsular and Oriental Company do.

3819. Do you know any reason for that extra charge?—It is the usual rate of charge that they make, and to avoid it the specie is sent round.

3820. Then, in fact, the public cannot take advantage of the communication carried on by the Indian Government on account of the charge being so much greater than that of the Peninsular and Oriental Company?—They do not, on account of the charge.

3821. Mr. *Plowden.*] Is the charge the man-of-war charge?—Yes.

3822. The same that is made by Her Majesty's navy?—Yes.

3823. Mr. *Mangles.*] When you talk of a second communication monthly between England and India, do you mean that there should be two communications monthly from Suez to Calcutta?—I consider that there should be two communications per month, with the interval of a fortnight between them.

3824. Both to Calcutta?—Both to Calcutta.

3825. And both with a branch from Aden to Bombay?—Yes.

3826. *Chairman.*] In continuation of those lines of semi-monthly communication, do you think it is necessary for the trade

trade of India that there should be a semi-monthly communication extended between India and China?—I consider that it would be a great advantage to have two communications monthly to China also.

3827. Do you think there is sufficient traffic to justify its recommendation?—I should not wish to speak to that.

3828. Mr. *Berkeley*.] If there ought to be two monthly communications for passengers and letters, do you think that in a commercial point of view, and in order to afford the greatest advantage to the public, it would be better to entrust the whole to one company, or to divide it between two companies?—I think we have already seen great advantage from the threat of opposition, and that it is doubtful whether competition would not be of still greater advantage if it were carried out more completely; and it can I think be carried out completely only by having two distinct companies.

3829. You returned home by the Peninsular and Oriental steamer to Suez, and then by the Trieste route?—I did.

3830. What passage-money did you pay from Calcutta to Suez?—I paid 1,000 rupees passage-money to Suez, and 12 *l.* for the passage across the Desert, making 112 *l.* to Alexandria. Then I had the option of coming on to England in the Peninsular and Oriental Company's boat, and just paying the difference of 16 *l.*, making 128 *l.* in all, the amount of the company's passage-money throughout.

3831. Is not the passage-money from Alexandria to Southampton 45 *l.*?—Yes; if I had stopped in Egypt, and not made an arrangement before leaving Calcutta, I should have had to pay the full passage-money.

3832. Mr. *Currie*.] What did you pay from Alexandria to England *viâ* Trieste?—Including everything, it must have cost me 48 *l.*

3833. What was the whole expense from Calcutta to England *viâ* Trieste?—£. 160.

3834. Mr. *Berkeley*.] What was the price that you paid for your passage from Alexandria to Trieste?—£. 18.

3835. Mr. *Willcox*.] Is it a matter of surprise to you that the Peninsular and Oriental Company should so regulate their rates as to induce passengers to go by their own vessels to Southampton instead of going by foreign steamers?—It is a matter of no surprise; but when the Peninsular and Oriental Company receive a very large sum for conveying the mails and for carrying on this communication with India, I consider that we should have some return for that.

3836. You think they ought to be liberal to foreigners on that

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that ground?—To those who have been the means of placing them in possession of this advantageous contract.

3837. You stated that large quantities of silk come by these vessels and overland across Egypt. Have you any idea of the amount of tonnage in any one ship?—No, I have not.

3838. You complained that the freight is too high?—Compared with the charges for similar distances by other steamers.

3839. If the freights were too high, do you suppose that the merchants would send the goods?—There are times at which they would pay any money for the difference of time.

3840. Then they can afford to pay it?—Yes, because silk is a very valuable article.

3841. Mr. *Berkeley.*] At present you consider this means of communication as a monopoly?—There is no choice; it is a monopoly.

3842. Altogether, I gather from your evidence that the public are suffering under a monopoly which they would be very glad to get rid of?—Yes, if they could get anything better.

3843. Mr. *Cowper.*] Is there any monopoly as regards freight by the Peninsular and Oriental Company's vessels?—There is no steamer running in opposition as regards freight.

3844. Is not it open to the merchants to send their goods by sailing vessels, if they think the fares are too high by the steamers?—Sailing vessels could never navigate the Red Sea.

3845. But either round the Cape of Good Hope or round Cape Horn, from China?—But you pay for the difference of time.

3846. Then may we not presume that if merchants prefer to send goods at the present high freight of the steamers, it is more to their advantage to do so than to send them at a lower rate of freight in the numerous merchant vessels that come from China and India to England?—Yes; but they would send a much larger quantity overland than they do if the price was lower.

3847. That may be your opinion, but I presume it is not the opinion of the Peninsular and Oriental Company; because they, looking at their own interests, have fixed upon the present rate of freight as that which they think most remunerative?—It may be remunerative to themselves, but not advantageous to the public.

3848. *Chairman.*] You spoke of 128*l.* as being the lowest rate of passage-money between Calcutta and Southampton. In what respect was that the lowest rate?—For the first class;

as regards the berth in the cabin, I had four other persons in the cabin with me.

3849. That accommodation was at the rate of 128*l.*?—Yes.

3850. If you chose more extensive accommodation, you would have to pay more?—Yes.

3851. Is there any lower charge for any sort of second class passengers?—Yes, there are second class passengers.

3852. What is the lowest charge for a second class passenger?—I no not recollect the passage-money. The second class passengers have no cabin.

3853. But 128*l.* is the lowest for first class passengers?—It is.

3854. Take the rate of passage-money by Green's ships, round the Cape, under the same circumstances, what would the same sort of passage cost?—About 100*l.*; but there you would have two persons in the cabin at most. You may have a cabin for yourself for 100*l.*

3855. When you spoke of the inconvenience of the Peninsular and Oriental Company's steamers, you alluded to the crowding in those cabins?—I did.

3856. You attributed the circumstance of many people taking the route by the Cape to that inconvenience?—To the apprehension of overcrowding.

3857. Are you aware how the service is conducted between Bombay and Suez by the East India Company?—I am not intimately acquainted with the working of it.

3858. Mr. *Bright.*] What was the size of the cabin in which you and four other passengers were conveyed?—About 12 feet by 6.

3859. That was a cabin entirely for sleeping?—Entirely for sleeping and dressing; those were all the berths that we had.

3860. Mr. *Willcox.*] Are you not aware that the number of passengers that come round from India *viâ* the Cape is greater than it was before steam communication existed between this country and India?—The communication with India has certainly greatly increased.

3861. You spoke about getting a cabin for 100*l.* by a sailing vessel; do you furnish it, or do the owners?—The passenger furnishes his cabin.

3862. With everything?—Yes.

3863. You are aware that in the steamer everything is found?—Yes.

3864. Mr. *Bright.*] In speaking on the subject of monopoly, are you able to say whether the opinion you have expressed as

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to the desirableness of some competition is participated in generally by the mercantile interests in this country and in India?—There is universal feeling, both in England and in India, that competition is wanted in carrying on the communication with India.

3865. Have you ever considered whether the establishment of another line by another company, running at a different period of the month, would afford an effectual competition?—The only danger is that the interests of the two companies being identical they might coalesce; the larger company might buy up the other.

3866. But supposing it did not buy up the other, would it not be possible by agreement between them to maintain the same rate of fares if that be now considered excessive?—I consider that in making a contract with a company you should fix a maximum in the same way that you fix in the railway toll clauses, a maximum rate of fare.

3867. Are you not aware that it is impossible for an Act of Parliament or a charter to go into all those details, and provide against all the methods in which a company might possibly extort from passengers?—I should consider that in making a contract by the Government for the conveyance of a second line of mails the company should be tied down, and that it would be very easy to tie them down not to charge beyond a certain rate.

3868. Then with regard to all the other points (putting the rate of fares out of consideration); with reference to the number carried, the size of the cabins, the attendance, the provisions, and the comfort of the passengers; do you think that the establishment of another line would afford effectual competition as regards those particulars?—I do; by having two companies in competition, I am quite sure that the public would benefit.

3869. If the companies agreed to maintain the same fares throughout, or in the intermediate stages, are you of opinion that with reference to all those details which so much affect the comfort of the passengers, preference would be given to that company which afforded the greatest degree of comfort, and that therefore competition would be effectual?—I think it would.

3870. But with regard to the rate of fares, you doubt whether the establishment of another company would afford effectual competition?—I am not clear about that, because running in the same direction they might agree as to their charges, or they might coalesce.

3871. Is not the remedy of tying them down not to charge more than a certain fare, just as applicable to one company as it would be to two companies?—Yes.

3872. The only point in which you think competition would serve the public, would be with regard to those details respecting which companies could not make an agreement with each other?—I conceive that it would be highly beneficial to have two companies, because one would always be trying to excel the other, and the one that excelled would have the preference whether as to speed or as to the comfort and convenience of the passengers.

3873. With regard to the carriage of goods, how do you think that competition would affect that branch of the transit?—Before the carriage of goods can be effectually gone into, the transit through Egypt must be very much improved.

3874. It is only light and expensive goods that now cross the Isthmus?—Yes, such as silks.

3875. Do any light cotton goods go?—No; I do not think they would bear the present charge.

3876. *Mr. Currie.*] Does any indigo come by that route?—Some small amount of indigo has come that way.

3877. Any tea?—No tea.

3878. *Mr. Bright.*] With regard to any effect upon the carriage of goods, your observations as to the desirableness of competition would be only prospective?—Prospective entirely.

3879. Do you think that the merchants with whom you are acquainted have weighed the possibility of an effectual competition being established?—They have looked to the possibility of an effectual competition being established, because they see that the Peninsular and Oriental Company is a prosperous company, and they see also that at any rate, in certain months of the year, there are more passengers than the Peninsular and Oriental Company can carry comfortably. When I left Alexandria the other day for Trieste, we left 50 passengers behind at one despatch.

3880. How long would they have to wait?—A week, full. They would probably, some of them, go by the French steamer; but none of them were able to take the Trieste route, which they intended.

3881. How many passengers had you on board the steamer to Trieste?—Eighty-one.

3882. Were they not able to bring more than 81?—No; they will not take more than their boats can carry comfortably.

3883. *Chairman.*] What proportion of those passengers

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who came with you were from Calcutta?—A large proportion of them from Calcutta and China. Some that came from Bombay were waiting in Egypt.

3884. Mr. *Bright.*] Have your house any business with the United States?—From Calcutta we have business.

3885. Not direct from England?—No.

3886. You know that there are now boats running from the United States to England belonging to more than one company?—I have seen both the New York boats and Cunard's boats.

3887. Have you reason to know whether the establishment of those boats by the American company has had any sensible effect upon the management of the Cunard steamers, or whether, on the other hand, the existence of the Cunard steamers has had any effect upon the management of the American boats, either as to speed, or the comfort of the passengers, or the rate of fares, or any other matter affecting the interests of the passengers?—I know that every mail almost is carried quicker than it used to be, and the passengers say that the accommodations are first-rate.

3888. Do you know whether since the American ocean steamers started there has been any perceptible diminution in the number of passengers by Cunard's line, or whether all the boats are as full as they ever were?—The Cunard's boats are all as full as ever.

3889. Has there been any diminution in the fares?—I think not; but I cannot speak to that.

3890. Then as far as you know of the route across the Atlantic it affords passengers, and work for additional steamers beyond those which Cunard's company has established?—So it appears.

3891. Is it your opinion, judging from your own observation in passing from this country to India and back, and from your other means of knowledge upon the subject, that another line of steamers running between this country and India would give greatly increased facilities to the public, and might probably find sufficient work, whilst the Peninsular and Oriental Company might yet have as many passengers as at present?—I consider that it would be most desirable to have another line; and I believe the Peninsular and Oriental Company would still have as many as they could carry.

3892. *Chairman.*] In the answer which you have now given, do you contemplate that if two companies were established they should only have the line over which the Peninsular and Oriental Company now carry on the communication,

or

or do you consider that they should likewise have the communication with Bombay?—I would make the communication with Bombay and with Calcutta complete the second time in the month, the same as the first.

3893. Do you believe that it would be necessary, in order to make it remunerative to the two Companies, that the Bombay communication should be considered in the arrangements?—I think so.

3894. Lord *Naas*.] You said that there was considerable preference for the Cape passage among the general class of passengers that go to India?—Those that care for comfort like the Cape passage.

3895. Are you of opinion that if the length of the passage round the Cape could be materially reduced in point of time a large number of passengers would go by it?—If it could be very materially reduced.

3896. Are you aware of the capabilities of the screw steamers?—I am not.

3897. You are aware that it has been stated that by employing screw steamers the length of time occupied in the voyage could be materially shortened?—Yes.

3898. Do you think that would have a considerable effect upon the passenger trade with India?—I can scarcely suppose that screw steamers can diminish the time of communication with India so materially as to come into competition with the Overland Route; because if we diminish the time by the Overland Route to about 32, or 33, or 34 days, I do not think that any screw steamer could go round the Cape in double that time.

3899. Must there not always be a considerable amount of discomfort by the overland passage?—Yes, always.

3900. There would always be a considerable amount of inconvenience in crossing the Isthmus?—Yes.

3901. And it will always be necessary to limit the passengers to a certain amount of baggage?—Not when the railway, for instance, is made.

3902. But until the railway is made, the amount of baggage that passengers can be permitted to take will necessarily be small in comparison with what they want for a long sojourn in India?—Yes, compared with that certainly. You would not send your heavy baggage overland.

3903. Do you think that in making arrangements for our future communication with India regard should be had in the first instance, as the principal object, to the rapidity and certainty

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tainty of the post?—That is the chief point as to the commercial question.

3904. You think that on the whole, the postal question is of greater importance than the passenger or the freight question?—But the two can be combined.

3905. But you think that rapidity of postal communication is the first object?—It is.

3906. Supposing it was found impossible to combine the comfort of a large number of passengers with the great rapidity which the present improved state of steam machinery admits of for postal purposes, would you recommend that any portion of the passenger accommodation should be sacrificed to the superior importance of speed for the mails?—I do not consider that it would be necessary to sacrifice the comfort of the passengers; the two can be combined; a quick and regular postal communication can co-exist with comfortable arrangements for the passengers.

3907. But supposing it were found impossible to carry the great number of passengers who would be desirous of going to India, and at the same time to obtain the amount of speed which it would be possible to acquire without them, do you think that a portion of the passenger traffic should be sacrificed for the object of the quick transmission of the mail?—I think so, because you would always find a great many passengers willing to submit to inconvenience in order to accompany the quickest communication.

3908. So that, in point of fact, you would always find on the one hand a number of persons going to India to whom time would not be so great an object as comfort, and, on the other hand, you would always find a large class who would be prepared to pay a larger amount of passage-money and submit to a certain amount of inconvenience, for the purpose of going in the shortest possible space of time?—Yes, that is the position of things.

3909. Mr. *Mangles.*] But is there not also something to be said for the superior interest of the overland route to travellers, instead of the absolute monotony of the passage round the Cape?—Yes.

3910. Mr. *Corry.*] Do not you imagine that sea-going steamers can be built to carry a large number of passengers and yet be calculated to obtain as great speed as vessels built merely for speed?—That is done in the case of the American steamers at present.

3911. Is it not desirable that a sea-going vessel of that description should be a vessel of large capacity?—Yes; I believe

lieve that between Liverpool and America you encounter heavier seas than between Calcutta and England.

3912. And those vessels are built for passengers as well as for the speedy transmission of the mails?—Yes.

3913. Do you think that by sacrificing passenger accommodation, vessels could be built that would obtain much greater speed than can be obtained consistently with carrying passengers?—I do not think it would be desirable to do so.

3914. Mr. *Willcox.*] You have advocated that the Government in their contract should arrange a sort of tariff of passenger fares?—Yes.

3915. Do not you think that the contractors, in all fairness, might call upon the Government to guarantee them the price of coal and the price of wages and of provisions, and all the expenses incidental to the steamers?—No.

3916. Then would not that be a one-sided bargain?—I think not.

3917. Mr. *Mangles.*] Do you think it is consistent with the principles of free trade that Government should regulate the amount of passage-money; ought not that to be left to regulate itself?—I think the contractor would be very glad to state in his tender the maximum rate of passage money.

3918. Is it desirable to go against the principle of free trade?—I conceive that so long as monopoly exists free trade does not exist.

3919. You propose that there should be two companies competing against each other, and yet that they should be tied down to a certain amount of passage-money?—Because I am afraid that one company would buy up the other.

3920. Mr. *Bright.*] Do you mean that the case is different where a company receives a sum of money and peculiar advantages from the Government?—Yes, it will never do to subsidise one company alone. I have here the resolution of the Liverpool, East India, and China Association, in which they state plainly that they consider that it would not do to subsidise one company alone; that if there is to be a second line of communication established, that second line must be subsidised also.

3921. But if no line were subsidised by the Government, would you propose to fix any limit to their charges?—Not if neither line were subsidised.

3922. Then it is the fact of the subsidy which in your opinion would justify the Government, supposing it to be desirable, in fixing a maximum rate of charges?—I consider that in granting the subsidy they would have a right to consider that.

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3923. As you think that if two companies were running the competition would be effectual with regard to the minor details, do not you think that by the action of public opinion and the competition round the Cape, and the necessity of filling the vessels, the effect would be produced, speaking generally, of causing a proper, moderate, and only remunerating rate of fares to be adopted, quite as well as by fixing a maximum?—Speaking generally, the force of public opinion would act; hitherto we have had nothing but public opinion to act, and I think that if we had a second company acting we should derive benefit from it.

3924. Mr. *Divett.*] Your opinion is that in the event of the Government making a contract, the Government have a right to stipulate that the company shall conduct the service in such a manner as to give the greatest possible accommodation to the public?—Yes.

3925. Your opinion is that the company would have its compensation for any advantage it might give to the public in the terms which it required for the performance of the service?—Yes.

3926. Mr. *Plowden.*] Speaking of the discomfort to which passengers are liable in those vessels; do you allude to the discomfort arising from weather and change of climate, or to that arising from the kind of provisions supplied, and other things of that sort?—I do not allude to the inconveniences of climate at all, but that the most is not made of the boats and of the provisions, and that there are not proper arrangements for ventilation, and other minor details which are of great importance, though they may appear to be mere trifles.

3927. Have not the Peninsular and Oriental Company the credit of being exceedingly liberal in their supplies of provisions?—Yes, in many cases they are exceedingly liberal; I am bound to admit their liberality more than once; but their steamer, the "Oriental" for instance, has not sufficient means of ventilation at all; I speak of side ventilation from the cabins; and that is the universal complaint of the passengers who occupy the best accommodations.

3298. With regard to provisions, is it a fact that sometimes the passengers are driven to drink alone condensed water?—Yes, I have seen the provisions exceedingly bad, and I have seen them very good.

3929. Mr. *Bright.*] Is not that a thing that is almost unavoidable in those hot climates?—No, it is not unavoidable.

3930. What do you allude to when you speak of provisions, particularly?—Their tea and coffee, and preserves, and other

things

things which can be had just as good in a hot country as in a cool one.

3931. You are probably aware that the Peninsular and Oriental Company at one time contracted for the supply of those articles, and that latterly they have ceased to adopt that practice; are you speaking of what has taken place since the contract system was abolished?—I am speaking of the time before the Calcutta community represented the great discomfort of the passengers travelling by the steamers; that was a year ago, when they were particularly bad. I do not know as to their contracts, at what date they were made.

3932. Would you say that there was more occasion to find fault than there is with almost all ships and all companies occasionally, from accident?—I do not consider that it was an accident. It was attributed to a desire to reduce the expenses of the passengers as low as possible.

3933. Mr. *Divett.*] The East India Company do not carry any goods in their vessels?—None whatever.

3934. If they take freight it is confined exclusively to specie?—Specie only, if you pay their rates.

3935. They take nothing else?—No.

3936. Are they not prohibited by their charter from trading?—I think they are under some restriction as to carrying merchandise in their steamers.

3937. Mr. *Plowden.*] The Indian navy is precisely on the same footing as men of war in this country?—Yes.

3938. Mr. *Corry.*] You stated that if a semi-monthly communication were established direct from Southampton, you would have a communication from Aden to Bombay by both lines; do you mean by the English contractors' vessels, or by the East India Company's vessels?—I would do away with the Indian navy as carriers of the mail.

3939. *Chairman.*] Why would you do so?—To make it a complete means of commercial communication.

3940. Mr. *Divett.*] Do you think that great disadvantages arise from the fact of part of it being a commercial and part a military communication?—I do.

3941. Mr. *Cowper.*] You stated that in consideration of the payment made by the Government for the conveyance of the mails, you think that the Government should provide in the contract a maximum rate, beyond which the passengers' fare should not be raised. If that rate were fixed below the price that would fairly remunerate the Company for their outlay in provisions, and for the other expenses of the service, would it not often lead to the Government paying the money which

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which at present is paid by the passengers, and which ought to be paid by the passengers?—If it were fixed too low, it would certainly do so.

3942. If it were fixed too high, would it not be altogether inoperative?—Yes; but a medium could be ascertained.

3943. By what process would you attempt to estimate the amount at which the passengers' fares ought to be fixed for the next seven or ten years?—I would not make a contract for so long a period.

3944. For what period would you make it?—Say five years.

3945. Do not you think that if you made the contract for five years only, you would have to pay a much larger sum annually than if it were made for a longer period?—I think not, because you ought to have the power of availing yourself of every improvement that arises in the course of five years, otherwise you remain with an old series of boats, which are very slow, and not calculated to carry the mails with the rapidity you ought to have.

3946. Would not the Company be able to perform the service for a term of years that would exhaust the lives of their vessels for a much less annual sum than they could do it for a term which would be so short (say five years); that at the end of it they would still have those vessels on their hands useless, and be unable to find employment for them?—They would find employment for them in some other direction. They would not be suited for that particular occupation, and they would find employment for them in some other way.

3947. Do you think that it would be wise on the part of a company to contract for the performance of a service for five years, at the same annual rate at which they would perform the service for 10 years, presuming that they had to build vessels suitable for service?—For the purposes of that particular contract it might or might not be wise; but I speak as one of the public, and I say that it is not expedient for me as one of the public to make the contract for a longer period than five years, because I do not know what improvements may take place in that time.

3948. Of course as regards speed it would be better to have as short a contract as possible, that you might change it frequently; but I am calling your attention to the question of payment. Do not you think that, in order to get the advantage of a frequent renewal of the contract, you must pay a larger price for the service?—I do not think it is necessary with competition to pay the sums paid at present.

3949. *Chairman.*]

3949. *Chairman.*] Are you aware of the sum that is now paid?—I cannot say what the exact figures are, but we see the result in the large bonuses, and in the large reserved fund which the Peninsular and Oriental Company have amassed.

3950. Mr. *Willcox.*] What bonuses have been paid?—To the proprietors.

3951. What was the bonus you speak of?—It was in the shape of interest for their money.

3952. There was a dividend of eight per cent.; you do not call that a bonus?—I do; I consider anything above five per cent. a bonus.

3953. After running all the risk?—Yes.

3954. With regard to the reserved fund, are you aware what this fund is?—There is a reserved fund which has been laid by, the surplus of the working profits.

3955. Are you aware that there are two funds, and that one of the funds is called the Depreciation Fund?—Yes.

3956. Which is to renew the vessels when they are worn out?—Yes.

3957. *Do not you consider that it would be very imprudent in a commercial man to invest all his capital in ships, and not lay by anything for the renewal of them when they are worn out?*—Certainly; but it is a question whether the company are not laying by too much.

3958. Mr. *Bright.*] You do not mean to assert that five per cent. is the highest rate of interest that persons can fairly expect in investing their money in a great and hazardous undertaking of this nature?—No; but I consider it a fair rate of interest, and everything above that is profit.

3959. You would not consider that if your house, in its commercial undertakings between this country and Calcutta, makes eight per cent., that should be thought something extravagant; you would probably consider that that would be the ordinary rate of return for money invested in business?—Yes, I would, considering the risks that are run.

3960. With regard to the dividends of this company, you do not mean to represent those as showing that they are prospering too much by the monopoly they enjoy?—I do not desire to say that they prosper too much, but to show that they are prospering, that they are not doing a bad business, that they have a great deal over.

3961. Mr. *Willcox.*] You are saying this, not from your own knowledge, but from what you have heard?—From the reports of the company.

3962. Lord *Naas.*] Considering the improvement that is daily

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daily going on in steam machinery, and that the public have a right, if they pay for steam communication, to have the best that modern science can afford; do you think that it is the general opinion of the mercantile community that the contract should not be for a long period?—Certainly not for a long period.

3963. That is the general opinion of the mercantile community?—I believe it is.

3964. *Chairman.*] Do you think that that opinion has been arrived at without reference to the payment that the Government may have to make for the services in question?—Without reference to that; with a view to always availing ourselves of improvements that may be made.

3965. The persons of whom you speak do not take the sort of view that would be taken of the subject in Parliament, but only the view taken by persons who are to have the advantage of the communication?—Yes.

3966. Mr. *Currie.*] Do you think that the public would invest money in the undertaking for a very short contract?—The only answer that I can make to that is, that another company has proposed to do it, and boats are being built with a view to it.

3967. Mr. *Willcox.*] Do you think that a five years' lease would afford a sufficient temptation to a company to build ships, and to invest 1,000,000*l.*, or 1,200,000*l.*?—The Americans are doing it without any contract.

3968. I am speaking of this country, not of America?—But the two cases are not dissimilar. The Americans are doing it without any contract.

3969. Mr. *Bright.*] What you mean is, not to fix any specific time as the proper time, or any specific sum as the sum to which they should be limited for their fare; but that the Government in making this contract should make the most favourable terms for the public?—Yes, that is my view.

3970. If they cannot get a company to make a contract for five years, then for seven, and if not for seven, then for ten years?—I should prefer the shortest period, if it can be had with other advantages.

3971. Mr. *Cowper.*] Do you think it would be desirable that the Government should pay more for the conveyance of the letters, in order to save the passengers paying so much for their own travelling fares?—Certainly not.

3972. Do not you think that the fixing a maximum rate of passage-money might often lead to the second alternative?—I think not; because you should not fix the amount of the passage-money too low.

3973. As

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3973. As it is generally understood that the payment by the Government for the conveyance of the mails, is only one of the sources of the income which the company receive for this service they perform, if the other sources of income were diminished, must they not require the payment from the Government to be increased?—If the other were reduced; but my belief is that the other sources will increase; that the passenger communication is more likely to increase than diminish.

3974. *Chairman.*] Has your attention ever been turned to the communication which has been proposed between Mauritius and India?—No; I do not know the details of the proposed communication.

3975. Can you speak at all as to the trade between Mauritius and India?—It is considerable.

3976. Is there much passenger communication?—No, there are not many passengers.

3977. What are the sources of trade?—They get the greater portion of their food, rice, from Calcutta, and a supply of labour, Coolies, and a good deal of bullion goes there.

3978. Lord *Naas.*] Is the trade carried on in small ships?—In country ships chiefly.

3979. Mr. *Currie.*] How is the postal communication carried on?—They have a small schooner which runs from Mauritius to Ceylon every month, backwards and forwards; it meets the Peninsular and Oriental Company's steamer, and branches off to Calcutta, Bombay, and England.

3980. *Chairman.*] Do you think that the communication between India and Mauritius is a very important communication in a commercial point of view?—It is of great importance.

3981. Is it likely to be benefited considerably by the employment of steamers?—I consider that it would be benefited, but to what extent is a question which I have scarcely considered.

3982. Mr. *Currie.*] Are you concerned in business with Mauritius?—We have only a corresponding house there.

3983. Do you think that the merchants at Calcutta would appreciate a rapid direct communication with Mauritius?—They would appreciate it, certainly, very much; but the question in my mind is, whether it would pay as a communication by itself.

3984. Supposing you had a rapid direct communication with the Cape, would you appreciate that also?—We should appreciate

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ciate that; the trade between Calcutta and the Cape is not a very important one, and not a very large one.

3985. *Chairman.*] It would be a passenger line more than anything else, would it not?—It would; but there is a certain quantity of trade.

3986. But as a postal line it would not be important?—Not of the first importance.

3987. Mr. *Currie.*] Ships returning from England to Calcutta do not necessarily call at the Cape?—Not necessarily; a certain number always do.

3988. I presume that the Calcutta merchants would also appreciate a direct steam communication with England by the Cape?—Yes, certainly; any improved communication round the Cape would be considered an advantage, because the high rates of the overland line are restrictive.

3989. Do you think that a communication by the Cape in 55 days would be very highly appreciated at Calcutta?—Yes, it would be very much appreciated.

3990. Lord *Naas.*] Do you think it would come much into competition with the overland line?—It would be a question of fares.

3991. *Chairman*] Do you consider the communication between India and Australia important?—Yes, it is increasing in importance very much; Calcutta is becoming a large market for Australian copper.

3992. Do you think the necessity for a more rapid communication between India and Australia is rather a growing question than one of absolute importance at the present moment?—I consider it more a growing question than one of present importance.

3993. Mr. *Willcox.*] You were about to mention an act of liberality on the part of the Peninsular and Oriental Company when you were interrupted; will you be kind enough to state what it was?—It was a return of passage money that they made to me upon my application. It is usual, I believe, when passengers go to India and back within a year, to make them a certain return of passage money. I had paid the full rate to Calcutta and the back rate to Suez, and I received 16 *l.* back again.

3994. Was that as much as you expected?—I did not make any calculation; I believe it is less than I might have taken a ticket both ways for, if I had started with the knowledge I now possess.

3995. Did you make any remonstrance?—None.

3996. *Chairman.*] You have had communication with the Liverpool

Liverpool Chamber of Commerce upon the subject of steam communication with India?—Yes; the Liverpool East India and China Association forwarded to me a copy of the resolutions of their meeting held on Saturday last, the 14th, which I would wish to put in at their request (*the same was delivered in*).

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3997. Does the paper you have now delivered in express the views entertained by the commercial community, both in Calcutta and at Liverpool?—Yes; the Liverpool and East India Association particularly refer to the large proportion of tonnage between England and India that belongs to Liverpool and to the Clyde. They give the figures in the resolutions, so that I, perhaps, need not read them.

3998. Mr. *Cowper.*] Will you state what bearing that has upon the question?—They consider that inasmuch as 38 per cent. of the tonnage inwards and outwards between India and England belongs to Liverpool, and 12 per cent. to the Clyde, that one port of departure should be Liverpool.

3999. Would not the persons who employ that tonnage prefer that their letters should go the quickest way rather than that they should particularly start from the port of Liverpool?—They consider that would be the quickest way for their letters.

4000. Lord *Naas.*] Do they mean that Liverpool should be the final port of departure?—They consider that that is a question upon which the Committee will take the evidence of naval men, and those better able to judge.

4001. Mr. *Cowper.*] They do not mean that the circumstance of so much of the tonnage belonging to Liverpool is a reason why the final port of departure should be Liverpool?—They consider that there is so much trade between India and England sent to Liverpool, that Liverpool should be one of the places of departure of the steamers.

4002. Would it not be rather a disadvantage to them, supposing they can go quicker to and from Southampton?—Supposing a second point of departure were adopted, by which their letters should reach the steamer, the object would be accomplished.

4003. Mr. *Bright.*] Has the project of running a line of steamers from Liverpool reference chiefly to manufactures or to passengers?—The view entertained at Liverpool is, that if the cost of transport could be sufficiently reduced by this new line of communication, a considerable proportion of the cotton goods would go that way.

4004. Is that with reference to the project of making a railway

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railway across the Isthmus of Suez?—It is with reference to that; it is prospective.

4005. Unless there were improvements in the passage across the Isthmus, so as to increase materially the facilities for the transit of goods by that route, do you see any ground for the Liverpool people asking that the new line of steamers, if there were one established, should start from Liverpool?—The expense, I consider, would be at present far beyond its due proportion to the value of the goods. A large trade in cotton manufactures is going by steamers to Egypt at present.

4006. What are the public grounds upon which the Liverpool people think they are entitled to ask that the steamers should start from that port?—That Liverpool and the Clyde together supply as much as 50 per cent. of the tonnage that goes to India, and fill it.

4007. That is by the Cape?—It goes by the Cape at present.

4008. But the tonnage that goes by Egypt is inconsiderable in amount, and as we are discussing the line by Egypt, that argument does not appear to apply to this case?—Unless it can be shown that the same time only would be occupied by the boats leaving Liverpool, as would by their leaving any other port that might be chosen.

4009. Then Liverpool would have precisely the same claim as that other port?—Yes.

4010. With regard to passengers, is it not the fact that the mercantile interest of London would be likely to supply as large a number of passengers as the manufacturing and mercantile interests of the North, and that in addition to that, persons connected with the service of the East India Company would be more likely to leave London as a centre than to leave any point in the North of England?—Yes, I believe that that is very likely to be the case. The distance from London to Liverpool is about 200 miles. But at the present moment we are sending from Manchester goods through London to India.

4011. Do you mean by way of Egypt?—No, by the Cape. The London shipowner pays the extra railway carriage. Competition is doing that.

4012. Mr. *Currie.*] You said that the cargoes from the Clyde and Liverpool form a very large proportion of the whole to India, that is, outwards?—Both outwards and inwards. Liverpool had outwards 40 per cent. of the whole, and inwards 36, in 1850.

4013. From

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4013. From India?—From India. The Clyde had outwards 20 per cent., and inwards 4 per cent.

4014. Mr. *Cowper.*] Have you the amount from London?—I have not.

4015. Mr. *Currie.*] Perhaps part of that is indigo, which comes to Liverpool?—It would include everything.

4016. Is not the indigo sent to London afterwards?—The quantity of indigo which comes to Liverpool is very small.

4017. Mr. *Corry.*] As regards passengers, would it be likely that passengers going from Liverpool to India would have occasion to come to London before taking their final departure from England?—If they were proceeding in this Company's service they would certainly require it, otherwise I should think there could be no necessity for that.

4018. Mr. *Willcox.*] Are you not aware that in addition to the increase of distance between London and Liverpool, as compared with London and Southampton, there is an excess of 68 miles between Liverpool and Gibraltar, as compared with the distance between Southampton and Gibraltar?—Against that 68 miles you have to put the value of all this tonnage which would have to be carried from Southampton to Liverpool.

4019. How much tonnage would have to go by the steamers?—That depends upon the future improvements that may be made.

4120. Mr. *Mangles.*] Do you think it likely that the expenses of carriage by the steamers could be reduced sufficiently to enable fine cotton goods to be conveyed by that route through Egypt?—The quantity would depend upon the extent to which they could be reduced.

4021. *Chairman.*] Do you believe that if a railway were established, they would be carried to any extent through Egypt?—That depends upon the extent to which the steamers on each side of the Isthmus reduce their freights.

4022. Do you think it would pay for those steamers to reduce their freights to such an extent as to get the carriage of those goods?—It appears likely, because the American steamers are almost filled with dry goods from England to America.

Thomas David Neave, Esq., called in; and Examined.

T. D. Neave, Esq.

4023. *Chairman.*] ARE you connected with the China trade?—I am.

4024. Have you been long resident in China?—Yes; 13 years.

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4025. What is the house with which you are connected?—Neave & Company.

4026. Do you chiefly carry on trade between this country and China?—Yes; Between England, India and China.

4027. Are you fully aware of the arrangements under which steam communication is now established between China and this country?—Yes.

4028. Do you consider the present communication adequate to meet the wants of the community in China?—I think a more rapid communication is desirable under the present improvement that steam has recently obtained.

4029. Can you state the course of post between Hong Kong and London?—Latterly it was very much improved, within the last 18 months; formerly the steamers used to be overloaded with opium, which caused them to make longer passages; but I think now we get our letters in about 53 or 54 days; sometimes sooner than that; even in 49 days.

4030. What is it in the period of the monsoon months?—I do not think the monsoon makes very much difference; not more than two or three days; some steamers, even against the north-east monsoon, make very good passages up from Singapore.

4031. Have you with you any expression of opinion on the part of the British community in China as to the necessity for a more rapid communication?—No; I think that instead of 49 days we might possibly get our letters in 40 days.

4032. Do you think that a saving of nine days would be important?—Of great importance; of course the sooner we get our letters, and the more rapid the communication the better, because to merchants a saving of time is of vast importance.

4033. Do you think that the points of communication at which the steamers touch at the different ports of China are sufficient to meet the wants of the commercial community?—Certainly not.

4034. What other points of communication could you suggest?—Shanghai and Amoy.

4035. Is there not at present communication to Shanghai?—Not by steam; at least when I left China there was not.

4036. When did you leave China?—In February last.

4037. Had there not been a steamer running at any period of the year between Shanghai and Hong Kong?—There was at one time.

4038. What was the reason of its ceasing to run?—I imagine

imagine because the steam packet company did not find it remunerating.

4039. They received no money from the Government for that?—Nothing whatever.

4040. Therefore it was merely a matter of experiment?—Yes.

4041. And you suppose that the experiment failed, and that therefore they withdrew their vessels?—I suppose so from their applying for subscription from the merchants.

4042. What was the size of the vessels?—The "Lady Mary Wood" was about 900 or 1,000 tons.

4043. Do you remember what the average passage from Hong Kong to Shanghai was?—She was very successful in her passage. I think, generally speaking, four or five days, sometimes six days perhaps; she gave great satisfaction.

4044. How long did she run?—I do not recollect.

4045. Did she ever touch at Amoy on her passage?—No, I do not think she ever went into Amoy, but she dropped letters in passing to boats outside latterly.

4046. How are the communications now at present carried on between Foochoo Foo and Amoy?—The communication with Foochoo Foo is nothing of importance; the communication altogether up the coast is confined now to sailing vessels, chiefly clippers.

4047. In any improvements which might be made in the postal arrangements, do you consider that it would be of importance that the steam communication should take in any other points besides Shanghai and Amoy?—No, I think Shanghai is sufficient, calling at Amoy in the way, and calling there again for the mails on the way back.

4048. Do you think that a monthly communication is adequate?—I consider that with the north of China the more frequent the communication is the better; at present the merchants at Shanghai have seldom an opportunity of replying to their letters by return mail.

4049. Do you think that there is sufficient trade to maintain the two lines without a large payment from the Government?—I think that the carrying trade would increase very much after a time.

4050. But at present what is your opinion?—At present as long as it is confined to one steamer running up and down the coast, I should doubt its remunerating the steamer; but I think that if there were more steamers than one, and the rate of freight and passage money were such as to induce people to

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send their goods, and go by that means, they would then be the means of driving a great many sailing vessels off that coast.

4051. If a semi-monthly communication were established, do you believe that the remuneration that would be received for the carriage of passengers and freight would be sufficient without very large support from the Government?—I can scarcely tell; I do not know what the expenses of those steamers are; the Government ought certainly to pay for the service well, and to have it properly performed; and the more frequent the communication is the better.

4052. Do not you think that at present a monthly communication is sufficient?—I should never consider a monthly communication sufficient if we could get a bi-monthly; there is a very large trade and an extensive correspondence passing between Shanghai, Hong Kong, and Canton.

4053. What do you believe would be carried by the steamers that could bear the cost of steam conveyance?—Opium and silk; I imagine that silk would be brought from Shanghai to Hong Kong for transhipment very often, and sent overland, if the company reduce their rates.

4054. Do you know what is paid for the carriage of opium at present in sailing vessels?—Sometimes you get it taken up to Shanghai at four dollars the chest; sometimes five.

4055. From whence?—From Hong Kong.

4056. Do you know what is paid to the Peninsular and Oriental Company for the carriage of opium from Bombay to Hong Kong, and from Calcutta to Hong Kong?—Ten dollars a chest from Bombay to Hong Kong; but I am under the impression that the company undertake to send the opium over in one of their own vessels from Hong Kong to the anchorage at Cum-sing-moon without additional charge.

4057. What are they charging from Calcutta?—When I left China there was no communication by steam from Calcutta; the "Lady Mary Wood" had left for Calcutta just before I left.

4058. Do you believe that if steam communication were established direct between Calcutta and Hong Kong opium would be carried in steam vessels?—Yes, certainly; but it must be taken into consideration that a vast amount of the opium trade between India and China is in native hands, and it is difficult to say how they might be influenced.

4059. Mr. *Plowden.*] What do you mean by "Native hands"?—The Malwarees, Parsees, and Hindoos.

4060. *Chairman.*] If the communication is made more rapid, would it not be probable that the British merchant would

would become the chief carrier by means of steam communication?—I have no doubt that the British merchants would encourage that trade as far as they could.

4061. Would not the necessary effect be that if the natives of India would not do that, the British merchants would become the purchasers and carriers of that opium on board the steamers?—It depends upon how far the natives might go into the trade as shippers; but no doubt steam would have a preference by both native and European shippers.

4062. Have you any idea what the average amount of importation of opium has been, for the last five years, into China from India?—I do not know what the importation of Turkey opium might be, but I think last year from Bengal it was 36,000 chests, and from Bombay 18,000. I should think for the last three or four years the exports from India to China and the Straits amounted to about 55,000 chests; but not so much upon the average of five years.

4063. Mr. *Plowden.*] The Turkey opium bears but a very small proportion to the whole?—*A very small proportion; it comes overland from Smyrna and England.*

4064. *Chairman.*] Have you any means of stating what proportion you think might be conveyed by steamers?—It would depend upon the rate they would charge; but a preference would always be given to steamers.

4065. Say at the rate of 10 dollars a chest?—Ten dollars is too much; but the present rate is six to ten dollars per chest by sailing vessels.

4066. You think it would not bear that charge?—It might bear it for the long voyage from Bombay, but not for the short voyage from Calcutta.

4067. Is the passenger communication between China and England of any great extent?—I should not think it would average more than 20 a month from China; when I came home we had an unusual number on board, and there were then 30 of us.

4068. Is the number returning about the same?—Yes; but when I say 20 a month it is mere guess-work; I only judge from the number of passengers who came with me.

4069. You returned home lately from China?—Yes.

4070. Did you find any discomfort on the passage?—I found the accommodation on board the steamer very inconvenient.

4071. Were you crowded?—Very much. We are placed at great disadvantage in coming from China, because we are transhipped at Ceylon into the Calcutta steamer, and if the

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Calcutta steamer comes in very full, of course the Chna people are just packed in where they can be. When I came home I was made very uncomfortable the whole way from Galle, although I had nothing to find fault with between China and Galle.

4072. Mr. *Bright.*] In what way were you made uncomfortable?—From the vessel being over crowded. I was put into a cabin where there was not sufficient ventilation, and there were two others in the same cabin, so that we were obliged to take it by turns to dress; and one had to get up at one time, and another at another.

4073. What was the size of the cabin?—I can scarcely tell what the size of the cabin was; something very small.

4074. *Chairman.*] What was the amount you paid for that passage?—It cost me at the rate of exchange which was then ruling, about 200 *l.*, besides the expenses at Galle; I was detained three days at Galle waiting for the Calcutta steamer.

4075. Have you any suggestions to make as to any improvements which you think ought to be effected in these communications?—As to speed, decidedly there ought to be an improvement. I cannot imagine why we should be satisfied with a steam communication at eight miles an hour, when we hear of steamers going across the Atlantic at 13.

4076. Do you see any reason why it should be slower in those seas than in the Atlantic?—Certainly not.

4077. Are you aware what the average rate of speed in coming home is?—We had much better speed on the other side of Egypt than we had on this; we made the quickest passage from Hong Kong to Galle that had ever been made; and we had a very good passage from Galle to Aden, and from thence to Suez. But the "Indus," in which we came home from Alexandria, was very slow, only eight or eight and a half knots an hour.

4077*. At what time of the year was it?—We arrived in April.

4078. Mr. *Corry.*] Was her machinery in good order?—I imagine so.

4079. *Chairman.*] With reference to the accommodation of passengers, what opinion have you formed as to any improvements that ought to be made?—I think that the accommodations are not sufficient; and there is a great want of ventilation, from the passengers being put on the lower deck, where you cannot have the port opened once perhaps in 10 days; it is exceedingly unpleasant. In the first place the heat is disagreeable, and in the next place the close smell is equally

equally so. A man coming from the east, feels the want of ventilation very much; he is accustomed to live almost in the open air, and he does not like being shut up.

4080. Mr. *Bright.*] With regard to the supply of the passengers' table, do you think there is any fault to be found with that?—Nothing whatever; it is excellent; except that they might give better wine; but as regards other things it is every thing that could be desired.

4081. Have you made more than one passage to China and back?—Only one.

4082. Do you know whether the arrangements for the supply of the table are as good in going out as in coming back?—I did not go out overland.

4083. Mr. *Berkeley.*] Do not you think that a little competition would be very useful?—Certainly, I think so.

4084. When you spoke of the steamers running from Hong Kong to Shanghai being withdrawn, you said that it was in consequence of there not being sufficient remuneration?—I imagine that that was the reason.

4085. Are you aware of any other causes which stopped those boats?—No.

4086. Such as a difference between the merchants and the Peninsular and Oriental Company?—I never heard of any difference between the merchants and the Peninsular and Oriental Company, with the exception that the Peninsular and Oriental Company the other day called upon the merchants to subscribe for the conveyance of their letters, to which some of the merchants declined to accede.

4087. Then altogether are the Committee to understand that the accommodation in the Peninsular and Oriental Company's boats is a sort of thing which would not be tolerated on the passage from Europe to America?—I should think not; but I never was in the American steamers, and I do not know what their accommodation may be; I should imagine from what I have heard about the American steamers, that that is not the case with them.

4088. Mr. *Bright.*] Are not the only points on account of which you complain of the present communication these, that the boats do not run so fast as on some other services, and that the boats are too much crowded and that the ventilation is insufficient?—Certainly.

4089. But with reference to the supply of the table and the general conduct of the officers of the ship, and so forth, you think that all that is satisfactory?—Nothing can be better.

4090. Mr. *Corry.*] With respect to the vessels being over-

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crowded, was that inconvenience felt only between Ceylon and England, or was it felt also between Ceylon and China?—Between China and Ceylon we were very comfortable, except that there was the same fault in that steamer that there was in the other, that the lower cabin ports are so close to the water that when there is the slightest ripple upon the water you cannot have the cabin ports open.

4091. What is the size of the vessels running between Ceylon and China?—Some of them are large, 1,400 or 1,500 tons.

4092. You said that you thought that competition in the communication with China was very desirable. Do you think that the traffic between China and Ceylon would be sufficient to remunerate two competing companies?—Yes, after a time, because I look at the present rates of freight from China as almost amounting to a prohibition. People cannot generally afford to ship goods from China by steamers; the same rate of freight is charged upon the lower and least valuable descriptions of silk as upon the higher descriptions of silk.

4093. You say that the amount of freight is so high as to be prohibitory, and that consequently the merchants do not ship their cargoes on board those steamers?—They would ship to a far greater extent if the rates of freight were lower.

4094. Do you think that in that case there would be sufficient to remunerate two companies?—Yes, the freight and the passage-money.

4095. Mr. *Willcox.*] In alluding to the speed of the American vessels, are you aware that that arises principally from enormous horse-power working at high pressure?—No, I am not aware of that.

4096. Mr. *Bright.*] Do you know the pressure in the Peninsular and Oriental Company's boats?—No.

4097. Nor the pressure in Cunard's boats?—No.

4098. *Chairman.*] You have stated that you think there would be sufficient traffic in case of competition to support two companies carrying on communication with China, but you state that the average number of passengers is about 20 passengers each month. On what goods do you calculate as likely to supply sufficient traffic for two companies?—Opium from India, and specie, and a variety of things.

4099. But opium would merely go a portion of the way; it would not be a commercial transaction between England and China, but would only pay for a portion of the line?—Yes.

4100. What other articles do you look to?—I think that the

the export of silk and silken goods, &c., overland would be very much increased if the rates were more moderate. We have a large export of silk from China. The export this year will amount to 18,000 bales.

4101. Do you believe that that would come overland?—A great deal of it; the finer descriptions would come, and perhaps the middling class of silk, if the rate of freight were such as we could afford to pay.

4102. Do you believe that it could afford to pay the cost of transit at the Isthmus?—The finer class does now sometimes.

4103. Is not that only a small proportion of the silk?—I suppose about half.

4104. Mr. *Cowper*.] Do you think that the vessels now carry as much silk as they are able to carry?—No, certainly not, as far as Galle. I do not know what cargo they bring down for Calcutta.

4105. Mr. *Divett*.] You spoke of the great interest of the native houses in the opium trade. Are those native houses much concerned in the shipping interest?—No, I think not.

4106. Who are the owners principally of the opium clippers?—I suppose British China houses are the largest owners.

4107. Have not the Parsees at Bombay some of the clippers?—Yes, they have some.

4108. What is your opinion with reference to the probability of those houses not shipping in the steamers, in consequence of their preferring to ship in their own vessels?—Somebody from India could answer that question better than I can.

4109. They are not so rapid in their movements and so enterprising as English merchants?—Not in general, but they are in some instances; on the western side of India the natives send a great deal of opium in the Peninsular and Oriental Company's steamers.

4110. Your observation applies more to the people on the Bengal side than to the people on the Bombay side?—The Bombay side.

4111. Mr. *Willcox*.] You have ample time at Hong Kong to answer your letters by the proximate out-going mail?—Latterly we have, but formerly we had not in many instances. Since they have altered the system of over-loading the vessels with opium they have made much better passages.

4112. Was not that some five years ago?—Not so much as that; about 18 months.

4113. Any

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4113. Any increase of speed to Hong Kong would simply give you so much longer time to answer your letters?—Yes, and enable the Shanghai merchants to answer theirs.

4114. Mr. *Cowper.*] What period between the arrival of one mail and the departure of the next, do you think requisite for answering letters?—It is very desirable for the Shanghai people to have an opportunity of answering their letters by the same steamer, and therefore there should be 10 or 12 days; in fact, as long as you can get; in most instances the Shanghai people have not the opportunity of answering their letters by the return mail as the Hong Kong people have.

4115. There is no contract for communication with Shanghai?—No; in fact there are no steamers running upon the coast.

4116. Mr. *Berkeley.*] Are you aware of the quantity of opium that reaches China from Smyrna?—No; it is not very large; some of the Turkey opium comes direct from London and some from Smyrna.

4117. Lord *Naas.*] Do the Chinese prefer the Turkey opium?—It is not generally used by itself; it is mixed with other opium, I believe; in some parts of the country they prefer one kind and in other parts the other.

4118. Mr. *Divett.*] Has any alteration been made by the Chinese Government with respect to opium?—No.

4119. It remains just as it was?—Just the same.

4120. Lord *Naas.*] The whole trade is contraband?—Yes. As regards the ports opened for the British trade, we do not take opium into those ports.

4121. Mr. *Plowden.*] Was not it hoped at the time of the present Emperor's accession to the throne that some change would be made?—It was thought that he would legalize the trade by putting a duty upon it; but he did not.

4122. Mr. *Berkeley.*] Are you able to inform the Committee how many Bombay and Bengal ships are now engaged in the China trade as compared with the number that were so engaged previously to the Peninsular and Oriental Company undertaking the trade?—There cannot be very much difference, because the cotton trade is carried on the same way as it was then, and that employs a large quantity of tonnage.

4123. Mr. *Plowden.*] What is done with the opium when it reaches the coast of China?—It is chiefly kept in the vessels afloat.

4124. Where do those vessels afloat lie?—At Cum-sing-moon, about 20 miles from Hong Kong, and other places.

4125. Mr. *Berkeley.*] In the passage-money which you have

have mentioned is the wine included, or do you have that as you choose?—It is included in the passage-money. I think it would be a much better plan if it were not, because many men are now obliged to pay for wine who do not require it.

4126. Mr. *Bright.*] Do you think that, supposing the traffic between India and England to be sufficient to maintain two lines, the same may be said of the traffic further on to China?—I think it would be so after a time. To increase the traffic, and to increase the earnings of the vessels, you must reduce the rate of freight, which now amounts almost to a prohibition.

4127. There are, of course, cases where no reduction of freight would make a trade remunerating, because there is not basis enough for it?—Yes.

4128. Considering that for the transit of merchandize in steam vessels you must necessarily pay more than in sailing vessels, do you think that with the present amount of trade with China it would be possible, by charging a reasonably lower freight, to get sufficient traffic to support two lines between the different China ports and between China and India?—Not if you were dependent entirely upon China; but where you have India to assist you, I should say so. If you had merely the carrying trade between China and England, there is no amount of goods that would go forward that would be remunerative.

4129. Then do you mean that the steam communication between this country and India would pay so well as to enable it to bear the necessary expenditure for the communication on to China, which would not pay so well, in the same way that a very powerful and wealthy railway company can sustain itself and work a branch line that does not pay; is that your view of it?—I think that the communication with China, which at present is merely a branch, and will always be a branch, of the communication with India, will assist in paying, and would after a time pay its own expenses.

4130. When you say "after a time," does that refer to the belief that you have that the trade of China is extending, and likely to extend considerably?—I think that the trade carried on by steamers has increased.

4131. You think that the facilities that the steamers would give would increase the trade?—It would increase the trade, and drive off the sailing vessels.

4132. So long as the present duties upon tea remain in this country, considering the comparatively slow rate at which the China trade must increase, would you think it likely that two lines

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lines of steam communication could be profitably maintained in those seas?—Yes, I think so.

4133. Have you ever made any calculation upon the subject; have you any intimate knowledge of the cost of maintaining steam ships in those seas, including building, manning, coals, depreciation, and all the various expenses, so that you can form a judgment as to what must be the number of passengers, and the amount of tonnage rates, to enable a company to be fairly paid for its expenditure?—If you were to build vessels expressly for the trade between India and China, it would not be remunerative, but here you must have vessels in the immediate neighbourhood, and it is merely extending the line; you must send your mail in from Galle to China, and you must send your mail back from China to Galle.

4134. The question being whether you should have one line or two lines, what I want to ascertain from you is, whether, as a man of capital, you would think it a reasonable speculation to put 10,000 *l.*, more or less, into a company traversing those seas with steam ships for the accommodation of passengers and goods, and with such allowances from the Government as might be fairly given for the carriage of the mails; do you think that would be a reasonable speculation?—It dedepends upon whether I could employ 10,000 *l.* in my business better; it is impossible for me to tell what amount of passage-money, or what amount of freight would pay a steamer, because I do not know what expenses a steamer would be at; but if you had two companies competing with one another, they would find out that for themselves.

4135. But it is possible that they might find that they were ruining one another?—But the chances are that when they found that one would retreat.

4136. To you, as a merchant in those countries, it is very important to have a very rapid, frequent, and cheap communication, but the question is, whether you have any facts sufficient to justify you in coming to the conclusion that it would pay?—I am certainly not prepared to say whether it would pay, I can only suppose that it would after a time.

4137. Lord *Naas.*] Apart from the question of paying or not paying, do not you think that a monthly communication now would be sufficient for all the wants of the China trade?—Yes, as far as the wants of the China community are concerned; I think the people in China are indifferent to having more frequent communication from England, but it is a question whether it would not be advantageous, and whether by extending the field for competition it would not do good.

4138. Taking

4138. Taking the trade as it is now, you think that a monthly communication would be sufficient?—I think it is all that is immediately required between England and China. *T. D. Neave, Esq.* 17 June 1851.

4139. Mr. *Willcox.*] You stated that the trade of China without the aid of India, with regard to cargo, would not be sufficient to support two lines of steam communication?—I imagine not.

4140. What are the articles the produce of India which you think could afford to remunerate steam vessels in point of freight?—Particularly opium.

4141. I am speaking of articles coming inwards?—There is opium one way and the specie sent in return for it the other way.

4142. The question has reference to coming on to England from China; what are the articles the produce of India that could afford to pay freight so as to maintain two lines of steam communication instead of one?—As regards India, I do not know; I do not know what the people of India might be disposed to send overland.

4143. You do not assume that they could bring sugar by steamers?—No.

4144. Nor cotton?—No.

4145. Is there any article of produce that you recollect?—No, but it would not be confined to freight; they would have an increase of passengers probably, which would be remunerating.

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4146. *Chairman.*] YOU have been connected very largely with the prosecution of mercantile affairs in India?—I have, for about 18 years. *R. W. Crawford, Esq., M.P.*

4147. Are you well acquainted with the trade which passes between this country and India, and between India and China?—Yes, very well acquainted with it.

4148. Is your house concerned very largely in the China trade?—The chief part of our business was between India and China.

4149. Mr. *Bright.*] What is the name of your firm?—The firm I did belong to when I was in business in India was Remington & Co., at Bombay; I am now in the firm of Crawford, Colvin & Co., London.

4150. *Chairman.*] When did you leave India?—I left India rather more than four years ago.

4151. Are

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4151. Are you fully acquainted with the bearing which steam communication has upon the trade of India and of China?—I think so.

4152. Do you think that the communication is adequate at present?—I think not; I look upon the question of the extension of communication by steam between India and China as a question of itself, and I think that it is not so much a question of increased communication between China and England as of the extension of communication between Galle, in Ceylon, and China; I am not sufficiently interested now in the China trade to be able to state from my own information whether the circumstances of that trade require any additional steam communication, but I am satisfied of this in my own mind, that there is abundant room for the extension of steam communication between the two chief ports of India, that is to say, between the ports of Bombay and Calcutta, and the Chinese ports generally; I think that the commercial intercourse between the two countries is on the increase both ways; that is to say, that the goods which go from India to China, and the goods which come from China to India are of that nature and description, being very valuable both ways, and occupying very little room in proportion to their value, that they can well afford to pay steam freight.

4153. What goods do you allude to?—The opium trade between India and China, and the return trade between China and India, which consists in a great measure of bullion and silk, especially between China and Bombay. I am speaking now from recollection. But I may state that the opium trade between Bombay and China varies from 20,000 to 30,000 chests in a year, the freight of which, at the time when I myself owned several vessels engaged in the traffic, was about eight dollars a chest; that would involve an expenditure in the item of freight alone of from 160,000 to 240,000, or 250,000 dollars per annum. I have known, in one year, 3,000,000 *l.* sterling of Sycee silver received from China at Bombay in return for opium; the freight upon that ordinarily was one per cent.; one per cent. upon 3,000,000 *l.* sterling with the opium freight affords a very ample basis upon which to found an extension of steam communication, because I conceive that the circumstances which led to that large quantity of silver being sent from China to India exist at the present time, and will continue in force for some time to come. Those are the Bombay figures, and the Calcutta figures are very much of the same character. I conceive that the two put together form an immense amount of valuable traffic, the whole of which will,

after

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after a time, pass into the hands of the Peninsular and Oriental Company, and they will be able to charge the public any rates they please; in fact, they will enjoy a perfect monopoly of the trade. I said that I was the owner of several vessels specially engaged in that trade; I have left Bombay now some time, and I have no longer any interest in those vessels; some of them I believe have been worn out, and I know they have not been replaced. About 10 years ago an immense deal of money was invested by Indian capitalists, and by merchants resident in China, in these vessels; these vessels have been lost, or been worn out, and have not been replaced; the reason why they have not been replaced is, that the intervention of the Peninsular and Oriental Company has rendered it no longer a matter of doubt that it would be no longer profitable to build those vessels, and to sail them. Had I remained in India, I can say without hesitation, that I should myself have built steamers and have carried on the opium carrying trade, irrespective of any consideration connected with carrying the mails.

4154. Lord *Naas.*] Are there any steamers carrying opium now?—Yes, there is one from Bombay every month; another has lately been put on between Calcutta and Bombay.

4155. *Chairman.*] Do those belong to the Peninsular and Oriental Company?—Yes.

4156. Do you know what they charge for the carriage of opium?—I do not.

4157. Do you know what the calculation was when you were in the trade of the cost of the carriage of the opium?—Somewhere about eight dollars a chest. I had a monopoly of the market once or twice, and I charged as much as I thought proper. The eight dollars a chest bears a certain ratio to the room that the opium will fill up in the ship. I think that from Bombay about 10 chests may occupy the space of a ton in measurement, and the freight upon that would probably be (varying of course according to the value of the opium) from one to two per cent. of the value of the goods carried.

4158. Mr. *Corry.*] You are of opinion that the opium trade between India and China would be remunerating to persons building steamers for the purpose without any aid from the Government?—Undoubtedly; I know that previously to any company being established, private individuals were engaged in making arrangements for carrying on the trade in steamers. The point that I wish to set before the Committee is this, that the establishment of an additional line to China is not to be considered with reference to the requirements of the trade

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trade as between India and Great Britain, because it will only form an additional link to the main line of communication between England and India, hooking on to it at Ceylon.

4159. Lord *Naas.*] Do you consider that while the principal object of the communication between this country and India would be the post, the principal object between India and China should be the carrying those valuable cargoes?—I do not think that should be the principal object; I think carrying the mails is a very great consideration, but you have the additional advantage of an enormous trade already existing upon which to found your calculations and expectations.

4160. *Chairman.*] You mention those facts for the purpose of showing to what extent assistance would be likely to be required from the Government to maintain and support two lines of steam communication?—Yes; I should suppose that the postal arrangements for running steam vessels between India and China would be made between the East India Company and the contractors, and not between the Crown and the contractors, and I think the payment ought not to bear any relative value to the profits derived by the Company from other sources, but to bear a value proportioned to the value of the services rendered to the public in the conveyance of the mails.

4161. Do you believe that the amount of the postage would be such as to enable the Government to pay an adequate remuneration for the service?—I should say decidedly, because there is an enormous correspondence carried on between India and China.

4162. Lord *Naas.*] You think that the postal revenue between India and China would be a sufficient subsidy towards the line?—I should have no hesitation, if I had a steamer employed in the traffic, in taking it.

4163. Mr. *Corry.*] You said that the opium trade alone would be sufficient to maintain those steamers?—Undoubtedly.

4164. Mr. *Willcox.*] Throughout the year?—Throughout the year; there are certain months in the year in which the opium trade is slack, but I take the average of the year.

4165. Are you aware that there are certain periods in the year when the steamers would have to lie up because there would be no cargo for them in the opium trade?—It was not so in my experience; there were times when the opium trade was rather slack from the stock being run out, but circumstances have changed, particularly at Calcutta, since then; the public sales of opium are so arranged as to spread over 10 months in the year; but those vessels, at times when they were not

not employed in taking any opium to China, would be bringing back a large quantity of silver from China.

4166. Does it not appear to you that if there were steam communication for the opium trade (putting aside the mails altogether) at times when there was a large flush of opium it would all be sent away quickly by steamers, leaving a long space of time afterwards during which there would be no traffic?—No, I do not think so; I think the views of the shippers of that opium would be regulated, not by the amount of opium available for the purpose of being taken on immediately, but by the views that the shippers would take of the prospects of selling that opium in China; those views would be founded upon the ordinary motives of supply and demand.

4167. Are you aware of the experience which the Peninsular and Oriental Company have had upon that point?—I am not aware.

4168. Mr. *Cowper*.] Do you think that 12 *s.* a mile is too much for the Government to pay for the line between Ceylon and China?—I am not prepared to answer that question without more consideration than I have given to it.

4169. Mr. *Divett*.] From your recollection of the passage between Calcutta and Ceylon, and the passage between Calcutta and Bombay, what should you say would be the saving of time by having steam communication between those ports?—It so happens that the brisk part of the year in which the opium trade is carried on is the time when the passage by sailing vessels from Bombay to China is very long, in consequence of the prevalence of the north-east monsoon in the China Seas. At that time the opium clippers generally make the passage in from 40 to 45 days; on some occasions they are obliged to go through the Straits of Sunda, and round the island of Borneo, by what is called the Gillolo Passage. I have myself dispatched a very fleet vessel to the east coast of China at that season, when she did not arrive under 70 or 80 days; a steamer would have done it in 25.

4170. Mr. *Mangles*.] Have not the clippers been found equal to beat up against a strong north-east monsoon?—They can beat up against a north-east monsoon very effectually; but if it is a question of time, they cannot possibly compete with steamers.

4171. Mr. *Divett*.] Using steamers for this communication would make the opium trade more regular, and the supply and demand could be with more certainty depended on?—It would.

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4172. Mr. *Willcox.*] Is not opium a very fluctuating article in point of value?—It has fluctuated very much; that has been owing in a great measure to the irregularity of supply and demand, and to the absence of information. The absence of information and this irregularity were circumstances I used to place great reliance upon when I was in the trade. The opium trade is a very peculiar one.

4173. *Chairman.*] Have you any other suggestion to make to the Committee in reference to the mode in which you think that steam communication should be extended in the China Seas?—No, I have nothing particular to suggest at this moment.

4174. Mr. *Divett.*] Is there a considerable export of silver from China to India now?—Yes, considerable; I have known three millions sterling imported in one year; I have known one ship bring 300,000 *l.* sterling in value at a time.

4175. Is there any particular reason for those large importations of silver at particular periods?—It is one of those mysteries connected with China which it is very difficult to elucidate.

4176. Mr. *Berkeley.*] With regard to the trade between Australia and India, is that extensive?—The trade is not extensive at the present moment; but I think it is susceptible of very great extension, for this reason, that they are countries situated in different climates, and they both want to a certain extent those goods which each can supply the other with. A witness has already stated that a large trade is springing up between South Australia and the Indian ports in the article of copper; a great quantity of copper is used and consumed in India. Gentlemen who have been in India are aware of the large consumption of copper there. Every native who has saved any money, invests his money in copper household utensils. Then there is a trade in horses. Undoubtedly a very large trade must exist at some future time, and it merely wants the ordinary motives to set it going at present, in supplying the Australian colonies with tropical produce; sugar and articles of that kind.

4177. Is not one chief mode of setting that, to establish a rapid postal communication?—Undoubtedly I should think so.

Jovis, 19° *die Junii*, 1851.

MEMBERS PRESENT.

Viscount Jocelyn.	Mr. Willcox.
Mr. Divett.	Mr. Henry Currie.
Mr. Wigram Crawford.	Mr. Corry.
Sir James W. Hogg.	Mr. Cowper.
Lord Naas.	Mr. H. Berkeley.
Mr. Plowden.	Mr. Bright.
Mr. James Wilson.	Admiral Bowles.

VISCOUNT JOCELYN, IN THE CHAIR.

John Allan, Esq., called in; and Examined.

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4178. *Chairman.*] WHAT house are you connected with in Calcutta?—The house of Allan, Deffell, and Company.

4179. How long have you been resident there?—I have been resident 27 years, including two years' absence; I have been connected with Calcutta, resident permanently, for 25 years.

4180. How long is it since you returned from Calcutta?—Two months and a half; I returned by this March steamer.

4181. Is your house connected with the trade with China, as well as with England?—Yes.

4182. Were you Chairman of the Chamber of Commerce?—I am President of the Chamber of Commerce for the present year.

4183. In that position, and likewise as a commercial man, have you had ample opportunities of knowing the mode in which steam communication with India has been conducted?—Yes, and having been in Mr. Greenlaw's time a member of that committee which was agitating the subject of steam communication; I was on Mr. Greenlaw's committee for 15 years previous to the system being established.

4184. Do you find an important increase in the trade with India, since the establishment of steam communication?—Very great.

4185. Do you consider that the present arrangements are satisfactory?—No, certainly not.

4186. Are they adequate to meet the requirements of the trade, as far as postal communications are concerned?—Yes,

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with certain exceptions; they are deficient in speed; they do not give us sufficient time to answer our letters.

4187. What is the course of post between London and Calcutta?—I think the ordinary post is about 40 days, but we sometimes have our letters in as short a time as 36 days, *viâ* Bombay, and we have had them I think on one occasion in 37 days by the direct steamer.

4188. What time for reply to letters can you calculate on in Calcutta?—Letters may be replied to in three months.

4189. I mean from the time of arrival?—It varies; it sometimes is as little as 24 hours, at other times it is less than 12; in the mail that has just come in, the letters by the express from Bombay only had arrived.

4190. Mr. *Divett.*] You mean to say that the course of post always runs up to three months?—I think it can be done in three months.

4191. But you mean to say that if your letters go out in a small number of days, you have got plenty of time to answer; if it is a larger number of days, you have but few days to answer them; I understand you to say that the course of post has always run up to three months, or nearly to three months?—No; I misunderstood the question, I thought it alluded to the time of getting a reply to a letter; that reply has been accomplished in three months, and perhaps a few days less, but it is only to be accomplished by expresses; the letters by express *viâ* Bombay, are generally quicker than they are by steam direct.

4191*. Mr. *Corry*] What do you consider to be the average time you have for reply to letters between the arrival of the outward mail at Calcutta, and the departure of the home mail?—It varies according to the season of the year; we sometimes get our letters by our direct steamers since the "Oriental" has been put on, on the 31st of the month, when there are 31 days; then we have seven or eight days to reply, but at other times we do not get our letters till the fifth or sixth day, and then we have only 24 or 48 hours to reply; and in case our letters arrive on the seventh, we have only then 24 hours to reply to those letters; this when the steamer leaves on the eighth.

4192. *Chairman.*] What do you think ought to be the time allowed to the public at Calcutta for that purpose?—I think we ought to have, if possible, five or six days; indeed we ought to have a week, because a most important matter with regard to letters is, that they carry out powers of attorney for the sale of India stock, and to remit the money; and the whole object

object of this expensive postal arrangement is lost if we cannot make a reply by the next mail going out.

4193. Mr. *Divett.*] You think that requires five or six days, as far as Calcutta is concerned, without taking into account other communications?—I do.

4194. Mr. *Currie.*] How long would you have to reply if you did not answer by the first return?—The next would be the bi-monthly mail, which is about a fortnight.

4195. *Chairman.*] How is the communication between the different Presidencies conducted; is it satisfactory between Madras and Bombay?—No, it is very unsatisfactory; the fact is there are steamers at Bombay, but then they are required for the postal arrangements; there is no steamer available for the wants of the different Presidencies; we are put to very great inconveniences for want of them; we have but one good steamer in Calcutta, the "Tenasserim," belonging to Calcutta.

4196. *Chairman.*] Have you not at present a semi-monthly communication between England and India?—There is a semi-monthly communication *viâ* Bombay.

4197. That is only a partial communication?—It is a very full communication for letters.

4198. But it is *viâ* Bombay, and overland to Calcutta?—Yes; but of course it is taxed with a great deal of postage.

4199. What is the amount paid upon an ounce letter?—Fifteen annas, or 15–16ths of a rupee, is the charge.

4200. What proportion of that is the land charge?—Fourteen anas, I think, is the land charge.

4201. Is it a heavy mail which comes *viâ* Bombay?—Generally a very heavy mail.

4202. Carried by runners?—Carried by runners.

4203. Mr. *Crawford.*] For what weight is that?—That is a single sheet.

4204. Mr. *Divett.*] We were told the other day that that mail was a very limited mail as to the power of carrying letters?—So it is; but to give you an idea of its utility I may state that we get an express in to-day, whereas we do not get other letters in from two to three days after; it is heavy, though it has to come upon bearers' backs; it is a difficult mode of carrying; it does not enable parties to send any very great weight, but there is a considerable weight of letters and newspapers brought.

4205. *Chairman.*] Are there any other points in India to which you think steam communication ought to be directed, besides those which the steamers at present touch?—Yes; I made an application to the Bengal Government some time ago

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to get a steamer to run down to Penang, to bring us our China letters; the difficulty raised was that they had not a steamer to spare for the purpose; there was a great want of communication; at present we are dependent upon Ceylon and Bombay for getting that communication that comes at the end of the month; if a steamer were running from Penang to China, the letters might be in Calcutta by the 17th or 18th of the month.

4206. Are you aware that it has been stated to the Committee that at present there is a communication opened direct from Calcutta to Singapore?—I understand it was to take place after I left India. But I may mention that the Bengal Government conceded to the Chamber of Commerce their application for a steamer to go down to Penang; it was understood that they agreed that the steamer which goes monthly to Moulmein should steam on to Penang, and it would only take three more days to accomplish the voyage; we considered everything had been agreed about it, and still we found nothing done; upon going up to the Government again we were surprised to find that the question had been referred to the Court of Directors, and we have heard nothing more about it.

4207. Do you believe that the Peninsular and Oriental Company's steamers have fulfilled their contract rate of speed in their different voyages?—I can only speak from vague recollection; but my belief is that they have not fully kept up their speed upon the average; that the average times will be found to be deficient. I have not got data to bear me out in that; I only state my belief; but I have seen a statement showing an actual deficiency in the average speed.

4208. Are you aware of what the contract speed is?—No, I am not aware of the particulars of it; I have seen a table showing the performances of the boats, and I find in that table there is, upon the average, a deficiency in point of time.

4209. Has any inconvenience been felt by the commercial public in Calcutta owing to disappointment from the non-arrival of the steamers at the time expected?—There has been disappointment from some of the steamers not keeping up full speed. There is one boat particularly, the "Haddington," that is invariably behind time.

4210. Have any representations been made by the commercial community in Calcutta with reference to that point?—There was a communication, which was made by the Chamber of Commerce, before I left India in January last, to the Peninsular and Oriental Company, with regard to the speed of their boats, and the Chamber were induced to make that representation from the continual complaints which were coming

coming before them from the inconvenience that the members found in not having time to reply to their letters; that letter was sent away, and I followed it soon myself; and I have only seen a reply to it since my arrival in England.

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4211. Do you consider that there has been any improvement latterly in the communications which are conducted by the Peninsular and Oriental Company?—Yes, certainly; some of the new boats perform much better. I came home by the "Oriental;" her speed is a great improvement upon the "Hindostan," which I had been in on a previous occasion.

4212. Have you any reason to attribute that to any particular cause?—I think there is this reason; I fancy the directors of the Peninsular and Oriental Company have had more experience, and that there has been a general improvement in the construction of steamers since their Company was first formed. But still I feel that even the "Oriental" is far below what we know of boats that run now between Liverpool and the United States.

4213. Do you consider that there is any reason why you should not have upon those seas boats of equal power and speed to those used on the Atlantic?—I know of no reason why we should not; the only reason that the public in India feel is, that at present they have no competition, and without competition the public is not likely to be well served.

4214. Do you believe that there would be a very great increase in cost by establishing a different and more powerful character of steamers?—No, I think not; because a different character of steamers would do the voyage in 10 days less, particularly if the port of departure were Plymouth instead of Southampton; they would be able to perform the voyage, I should think, in 10 days less. I see no reason why a man should not leave Plymouth in a steamboat, and land in Calcutta in 30 days; of course there would be a great saving in provisions on board such a steamer, which would go far to compensate for any increased cost of the vessels.

4215. On which portion of the route is it generally considered that the vessels do not maintain the speed which they should maintain; on the English side of the Isthmus of Suez, or on the Indian side?—I should say on both sides; I am speaking vaguely as to that, and therefore with hesitation. I have no data to put before the Committee upon that at all, but I have seen a table, and I believe that the boats on both sides are of the same character, and that the deficient

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character of the vessels must arise on the aggregate of both sides.

4216. Are you aware that the Company is liable to a penalty if they cannot show a good cause for the delay?—I understand they are; I understand there is a penalty of that kind, but it is not usual, I suppose, to exact it, unless there has been any gross neglect.

4217. Have you never heard of the penalty being enforced?—No.

4218. Can you state to the Committee at what period of the year passengers generally embark for England?—The largest number of passengers embark for England I should say from the month of January inclusive, to April inclusive; they fall off in May and the rest of the year; but in those months, and particularly in March and April, I can speak from my own experience that we have had an inconvenient number of passengers; twice as many in the month of April as we could conveniently accommodate.

4219. In what period of the year do passengers generally embark from England for the outward passage?—The favourite times of leaving England are the months of September, October, and November, so as to reach India at the commencement and in the middle of the cold season.

4220. Do you believe that a large proportion still prefer the passage round by the Cape of Good Hope, instead of taking the shorter and more rapid route across the Isthmus of Suez? No, I do not think it is a matter of preference; I think it is a matter of necessity with many parties, and convenience; in the case of families, for example, you come home for half the cost round the Cape that you pay to the Peninsular and Oriental Company; and, moreover, they have another consideration as to the voyage: they are maintained for four months, and in the other case they get home in six weeks; and where it is the case of an officer in the service, who has pay and allowances running on, it is more convenient for him to arrive after four months' voyage than after six weeks; he has something to receive, besides having the benefit of living for four months at half the cost at which he would live on board the Peninsular and Oriental steamer for six weeks.

4221. Then you think he prefers the Cape route simply on account of the cost of the voyage, and the other considerations you have mentioned?—Yes.

4222. Are the arrangements with reference to passengers by the Peninsular and Oriental line satisfactory?—As far as I have seen, I have no complaints to make except as to the overcrowded

overcrowded state of the boats; I cannot look upon that as any fault, because passengers cannot be refused; if we had more steamers, of course that would not arise.

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4223. Mr. *Currie.*] How do you mean that passengers cannot be refused?—I do not think that they can refuse to take passengers who are willing to put up with the inconvenience.

4224. Mr. *Crawford.*] Did you occupy a cabin or a berth?—I occupied a berth once, and I had a cabin for myself upon one occasion.

4225. *Chairman.*] What did you pay for your berth?—I paid the usual sum, 125*l.* I think it is to Southampton, for my berth; it is 110*l.* to Suez merely.

4226. What did you pay for your cabin?—It was a private arrangement made with me; a cabin had been forfeited by the parties who had been unable to go; it was an accident which enabled me to get it.

4227. Then you do not think there is any complaint to be made as regards the passenger communication, except that there is not sufficient room?—I have none myself to make from my own experience; I have seen complaints in the public papers, but I have always been treated with great consideration by the Peninsular and Oriental Company, and I have no feeling towards them but of a friendly nature; but at the same time I have felt it my duty in a public capacity to advocate the necessity of competition upon the line.

4228. You have stated that you consider there ought to be a great improvement, as far as speed is concerned, in the communications between England and India; are you aware that the Peninsular and Oriental Company state that they have already improved and are improving the steamers which are upon the line, and do you think that those improvements will meet the wants of the public?—All I can say is, that I do not know to what extent those improvements go, but I can speak with reference to the general feeling of people in India with whom I have been connected, and I know there is nothing will satisfy them unless they can see that there is competition on the line; the object is to prevent the whole of the steam communication with India centering in one company, because that will form a monopoly, and we all know what monopoly tends to; every man's experience has shown him that, and therefore we are quite opposed to any measure which shall give to one company the exclusive privilege of managing the communication; we think there is room for competition, and that with

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with competition the public are more likely to be well served.

4229. How would you propose to carry that out?—By having a double communication with all the ports of India, a communication twice a month; let one company take up one, and the other company the other.

4230. Mr. *Crawford.*] You propose two communications in a month, to be carried on alternately by each company?—I do not care how they carry it out, so long as we have a competition between two companies; what we dread in India is that we should be entirely left at the mercy of one company, and that upon the broad principle that all monopolies are bad; we have had experience of that; every man who has lived in India views the monopoly as dangerous, and we therefore feel that if we had but one company we should be entirely at the mercy of their regulations, and the probability is that that would exclude any other company from entering the field, and they would naturally work off their old stock, and we should have nothing but their old steamers to go by.

4231. *Chairman.*] On what special reasons have you come to the conclusion that there is sufficient room for competition?—I think that if we could accomplish more speed, and lower rates of passage, and lower freight for goods, a great increase in the number of both passengers and of goods would come from India; I sent home some silk myself by the steamer by which I came, and I think others would do it, and valuable goods would come; shawls and silks, and probably indigo to some extent, if the company would do it at a lower rate of freight.

4232. From your knowledge of the trade of India do you think there is a sufficient traffic to support a semi-monthly communication in the hands of two different companies?—I think so.

4233. Lord *Naas.*] Do you state that as your opinion from the present traffic, or do you believe that it would be necessary that that traffic should be increased beyond what it is now in order to support two companies?—As regards the present traffic, I should say that with the exception of four or five months in the year the present communication is sufficient, but for those four or five months in the year the steamers leaving Calcutta are dreadfully crowded before they complete their voyage, because passengers are taken up at Madras and Ceylon, and many times there is such an excess that there is great inconvenience to all on board; of course, then, there is great room for other vessels; but I have also another reason for

for desiring competition, and that is the desire to see the East India Company give up the Bombay communication altogether, which they now most imperfectly perform with some of those boats.

4234. Mr. *Crawford.*] I understood you just now to state the steamers were crowded outwards during four months in the year, commencing in September, and homewards during four months in the year, commencing in January; that would be eight months in the year during which the steamers would be overcrowded, taking both ways?—Yes; I would not say perhaps four months out; I think the great crowding is in September, October, and November; I am speaking vaguely upon that point, because I have not before me a statement of the number of passengers.

4235. Lord *Naas.*] But your principal reason for recommending competition appears to be that the additional line would increase materially the number of passengers?—Yes, and the freight.

4236. Mr. *H. Berkeley.*] And likewise, if I understand you correctly, you do not consider that the boats which now exist are the sort of boats which in the present age should be used; that they are not so complete as the boats built now?—They are not so fast as they ought to be; it is a matter of speed only; I think there is not much to complain of otherwise.

4237. But still as regards speed?—As regards speed they are defective.

4238. How are they for ventilation?—They are tolerably good for ventilation, as much so as you could expect them to be with a double tier of cabins; you could never expect the lower tier under any circumstances to be without some closeness at times, particularly in bad weather.

4239. Mr. *Divett.*] Speaking of the possibility of reducing the time of the passage between England and Calcutta to 30 days, have you been carefully over the figures which affect that calculation?—I have been over them in some way; I have got a memorandum in my pocket touching that: at present we are, I think, four days going to Madras, two to Galle; we are about 10 from Galle to Aden, and six from Aden to Suez; we are now about 25 days, and I think that that might be done in 18, with boats similar to those which are now running on the Atlantic.

4240. Eighteen from Calcutta to Suez?—Yes, including stoppages.

4241. Then you take two for going to Alexandria, crossing the desert?—Fully two.

4242. And

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4242. And 10 days from Alexandria to Plymouth?—Eleven days to Plymouth,

4243. That makes 31 days?—Thirty-one days.

4244. Have you been over that with sufficient carefulness, to speak with confidence as to its being possible to be done?—I think so; I even thought 30 days, but they might be thrown out a little in the coaling.

4245. *Chairman.*] You say that the main improvement which you would suggest in the future arrangements for communication between India and this country, is that rapidity should be looked to?—Rapidity of communication should be looked to.

4246. Mr. *Divett.*] In speaking just now of the advantages of competition, I understood you to say that competition would be likely to produce a great deal of additional accommodation; of what sort?—It would give us two steamers for one; and it would give us improvements in those steamers; ventilation and everything else would be improved; competition would induce each company to try how far they could give most satisfaction to the passengers.

4247. *Chairman.*] Are you aware of the mode in which the communication is conducted between Bombay and Aden and Suez?—I have made a good many observations respecting it.

4248. How is that service conducted?—In a very regular manner.

4249. By whom is it conducted?—By the local Government of Bombay.

4250. Have you any reason to consider that it is injurious to the commerce of that part of India that that service should be conducted by the Indian Government?—I think it would be much better in the hands of a private company.

4251, Why do you think so?—I think you would have a better class of vessels than you have now upon the line; they have only two or three vessels, and very often one of those vessels is taken off for political purposes, and then they are obliged to substitute an inferior vessel; we have seen on two occasions, I think, this year, that the East India Company's boats have been obliged to burn their spars and their decks' gear to supply fuel, and then came in several days behind their time.

4252. Mr. *Bright.*] Was that owing to some accident in the machinery?—No; owing to the boats being of that defective power that they could not steam against the monsoon.

4253. *Chairman.*] Do you know the power of those boats?—The boats I allude to, I think the "Atalanta" is one; I forget

forget the exact names of the boats, but I believe, nominally, they are 250 horse power.

4254. Do you know what is the tonnage?—I can only speak vaguely as to that, not having been at Bombay to know much about them; I can only speak as a person residing in Calcutta, but I believe they are about 1,000 tons.

4255. Are there many passengers conveyed by the Bombay line?—A great many.

4256. What proportion of the passengers that leave India annually go by the Bombay line?—I could not state to the Committee anything with any safety as to the number, but it is considerable, because a great many of the Bengal passengers go by the Bengal line.

4257. Passengers from the north-west of India and passengers from Scinde, I suppose?—All the Bombay passengers, and a great many officers belonging to Bengal who are now destined to the Punjaub, or Upper Provinces of the Bengal Presidency.

4258. In fact a very large proportion of the passengers go by that line, I suppose?—I should not say a large proportion, because a great many passengers are obliged to come to Calcutta as being the seat of Government, on account of their leave, and the usual papers which an officer has to produce upon his return to his duty.

4259. Is there any freight conveyed by the steamers from Bombay to Suez?—Yes, I believe there is certain freight in shawls and valuables of that kind, but to what extent I do not know.

4260. Mr. *Divett.*] In the Company's steamers?—It must be by the Company's if they come, I presume; there is freight, I believe; I cannot say more than that.

4261. *Chairman.*] Do you know whether there is any bullion conveyed from Bombay to Suez?—No, I do not remember any, because the course of exchange has not rendered it favourable; there have been quantities of bullion sent out.

4262. The Committee had it in evidence the day before yesterday, that the charge made by the Indian Government was 1 per cent. beyond that which was made by the Peninsular and Oriental Company for the carriage of bullion?—I believe it is so.

4263. We have also had it stated to us that bullion at present has to wait at Point de Galle; that it comes to Point de Galle and waits there for the vessel from Bombay to Point de Galle, instead of going direct to Bombay?—I was not aware of that.

4264. Owing,

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4264. Owing, it was said, to the extra charge of 1 per cent. upon the carriage of bullion?—I was not aware of that.

4265. Have you any suggestions to make as regards the improvements which you think there ought to be in the line between Bombay and Suez?—I think the East India Company ought to withdraw from the communication altogether; I think they ought to withdraw their Indian navy boats, and throw it open to competition and let private companies manage it; it would be much better done, and at much less expense to the Indian Government.

4266. Do you not believe that the Indian Government have equal power and capability with any private company of carrying it out, if they thought proper?—No doubt the Government, with twenty millions of revenue, have the power, but I doubt whether they can make it profitable; I think they can do it much cheaper by contract than they can do it by running vessels in their own service.

4267. Mr. *Bright.*] Have you ever happened to make the passage from Bombay to Suez in the Company's boats?—Never.

4268. Then you are not at all able to speak to any facts as to any difference which may exist in the shape of accommodation, and the character and convenience of the vessels, as compared with the other boats?—I can speak thus far, that when I went out to India, in the beginning of 1850, we took out a number of passengers destined for Bombay, and when they arrived at Aden, to embark in the Company's steamer which was in readiness for them, a steam frigate, they were introduced to the commander, who told them before they embarked, in fact upon being presented to him, that in going on board his frigate they must not consider themselves as going on board a floating hotel; which was not a very agreeable intimation to receive.

4269. *Chairman.*] What had they paid for their passage?—I do not know what the terms of the passage are; I believe the officers of the Indian navy consider it derogatory to their commissions to be carrying passengers.

4270. Sir *J. Hogg.*] You speak of the communication from Bombay to Aden and Suez?—Yes.

4271. You speak of it altogether as one and the same communication; are you aware of the difference which exists between the communication from Bombay and Suez, and the communication from Bombay to Aden?—It is the same communication; I know of no difference excepting this, the boats from

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from Suez take the bi-monthly mail which goes on for all India; that is the only difference I know of.

4272. Are you not aware of any other distinction, either as regards the convenience afforded to the public, or as to any contribution which the public makes for the support of either of those lines?—No, I know of nothing that they give towards these lines excepting the postage of letters, and what they pay of course as the regular passage money, which has been fixed by the Bombay Government.

4273. One of the communications monthly between India and this country is from Bombay to Suez, by vessels of the East India Company?—It is.

4274. Are you aware that towards that service the British public contribute a certain sum?—I believe they do.

4275. Is not that the only communication between Suez and Bombay which the East India Company are under any contract, or engagement, or obligation whatever to maintain?—That I cannot say, because they keep up a communication between Aden and Bombay with our direct steamers.

4276. But of the nature of that communication, its origin, and the mode in which the expense is paid, you seem to be wholly ignorant?—I am quite ignorant.

4277. Then you are not competent to speak upon that subject?—Yes, I may speak upon the subject, but perhaps my observations may not have the same weight which they would otherwise have if I had more information.

4278. Have you ever been at Bombay?—Yes, but not since steam communication has been established.

4279. I think you said they were practically the same vessels which maintained the communication between Bombay and Aden, and between Bombay and Suez?—Not always the same vessels.

4280. Are you aware that there is a great distinction between the vessels that maintain the two distinct communications?—No, I am not aware of that.

4281. Are you aware that the communication between Aden and Bombay was originated by the East India Company entirely for postal and political purposes, and that the taking of passengers at all is only a matter of partial convenience afforded to the public; the public contributing nothing whatever to the maintenance of that line?—The public contribute so far, that they pay for their passage; that is contributing, certainly.

4282. Do you consider that persons paying for their passage from one place to the other, and the Government of the country

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country contributing to the maintenance of the line, are one and the same thing?—No, not exactly.

4283. Can any two things be more distinct and different: do you consider that the public contribute to the maintenance of the ships of Messrs. Green & Company, or Messrs. Wigram & Company, because a passenger going from port to port pays his passage?—Certainly they do pay for them.

4284. And the Government of the country?—No, not the Government of the country.

4285. You are aware that the British public, or the British Government, pay nothing whatever, and have nothing to do with the maintenance of the communication between Aden and Bombay; are you well acquainted with the circumstances?—I am not acquainted with the circumstances.

4286. Then as to the other communication, I think you said you were under the impression that it was imperfectly maintained; that is to say, between Bombay and Suez?—And Bombay and Aden; I would not say Suez alone; I would say Bombay and Aden, and Bombay and Suez.

4287. I confine my question to the communication between Bombay and Suez, because you are unacquainted with the terms and conditions and the nature of the communication between Bombay and Aden; therefore, for the present, I limit my question to the communication between Bombay and Suez. Are you acquainted with the ships which maintain that communication?—I am; I know several of the vessels.

4288. Do you know their size and tonnage?—Yes.

4289. What are they?—There is the "Moorzuffuer."

4290. What is the tonnage of the "Moorzuffuer"?—1,500 tons, I believe.

4291. What is her horse power?—500. The "Adjdaha" is another of the same class; and there is a third boat.

4292. There are four or five, are there not?—No, not four or five of the same class.

4293. Do you know the "Akbar"?—The "Akbar" is a good boat, I believe.

4294. Do you know her tonnage?—No.

4295. The "Semiramis"?—The "Semiramis" I should say is an inferior boat.

4296. Do you know her tonnage?—No, I have never seen her.

4297. Do the boats of the East India Company maintain the communication between Suez and Bombay as regularly, with regard to time and speed, as the boats of the Peninsular and Oriental Company maintain the communication between Suez

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Suez and Calcutta?—Yes, I believe so, with an exception occasionally; there have been one or two occasions this very year, in which the boats have come in behind time with our mail; then inferior boats have been put on; on one occasion on which that occurred, I can state the circumstances: Lord Dalhousie came down to Bombay from Simla, and took away one of the best boats; and I know, on one occasion, an inferior boat was obliged to be substituted, and the mail was delayed in consequence.

4298. Was that in the communication between Bombay and Aden, or Bombay and Suez?—My recollection does not serve me sufficiently to speak positively to that point.

4299. You have stated that on two or three occasions to which you have very correctly adverted, there was delay; but whether that delay was between Bombay and Aden or Bombay and Suez you are not aware?—I believe it was between Bombay and Suez; because between Bombay and Aden we do not depend upon the line for the mail; it would otherwise have made a great stir.

4300. Your statement is, that you have not cognizance of the matter one way or the other?—I cannot speak positively to it.

4301. Generally speaking, do those vessels keep time and speed between Suez and Bombay, as well as the vessels of the Peninsular and Oriental Company between Suez and Calcutta?—Yes, those three ships belonging to the Indian navy which I have mentioned; they have only three steamers that are capable of keeping up with the speed of the Peninsular and Oriental Company; I only know of three.

4302–3. Then am I to understand you that all the other steamers excepting those three always fail in their time?—Yes.

4304. Always?—Yes.

4305. Then the result would be that the time kept by the steamers of the East India Company between Bombay and Suez is very inferior to the time kept by the Peninsular and Oriental Company's boats?—There are irregularities in it.

4306. Have you looked at any returns as to the time kept by the steamers of the Peninsular and Oriental Company, and the time kept by the steamers of the East India Company, which would enable you to speak as to that fact?—No, I have not compared the tables; I have not had time to do so.

4307. Then you have not had the opportunity of comparing the tables, so as to speak with confidence?—Not to speak with confidence.

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4308. *Chairman.*] You speak from your knowledge of the arrival of the mails at Calcutta?—Yes, I speak without having brought data with me to enable me to speak with the precision which perhaps I ought.

4309. Mr. *Divett.*] You stated that on the arrival of some passengers with you at Aden, a communication was made to them, by the commander of the East India Company's steamer, that they were not to consider themselves as coming on board a floating hotel?—Yes.

4310. Upon that you were asked whether you were not aware that there was a partial convenience afforded there, which differed from the other line; I think I understood you to say you could see no reason why there should be a partial communication afforded by a line to which the Government did not contribute, different from the other to which the Government did contribute?—I see no reason for any difference.

4311. In fact it is your opinion that when any individual is prepared to pay for his passage, he is entitled to just as much convenience, whether he goes from Suez to Bombay, or from Aden to Bombay?—Certainly, whether the vessel is conducted by officers of Her Majesty's navy or by any one else.

4312. If they undertake to convey passengers you consider it is their duty to give them every convenience in their power?—Certainly.

4313. Have you heard of any very recent failure in the communication between Aden and Bombay?—I am not sure whether it was between Aden and Bombay or Suez and Bombay.

4314. Mr. *Bright.*] Is your knowledge of those irregularities derived chiefly from the inconvenience suffered by the non-arrival of the mail at Calcutta?—Yes; and from my recollection, as a merchant residing there, of the receipt of my letters.

4315. Do you know whether the fault lies between Suez and Bombay, the boats there being the East India Company's boats, or in the rest of the line carried by the Peninsular and Oriental Company?—The fault lies after the arrival of the mail either at Suez or Aden; I am not sure which, but when in fact it is taken up by the Bombay vessels.

4316. Mr. *Divett.*] Have you heard that upon a recent occasion one of those boats did not make more than five knots an hour?—Yes; I left India in March last, and I think that occurred a few weeks before I left; a short time.

4317. Have

4317. Have you not heard of it within the last week?—No.

4318. Sir *J. Hogg.*] In fact there is a contract which the East India Company are bound to maintain between Suez and Bombay; are you aware of that?—I was not aware that there was any contract similar to that with the Peninsular and Oriental Company; I was not aware that there was any penalty.

4319. I mean by contract, a contract between the British public and the Government?—I am not aware whether it is attended with any penalties for non-performance.

4320. Lord *Naas.*] Is any distinction made between those two lines, the Bombay and Suez line, and the Bombay and Aden line; is not the Bombay and Aden line quite as important for the inhabitants of the western part of India as the Bombay and Suez line?—They are one and the same thing.

4321. Excepting that one carries the mail for the whole of India, and the other only carries the mail for the western part?—The line from Bombay to Aden is essentially required now because of the Bombay passengers.

4322. In fact, the passengers going out by the Peninsular and Oriental boats have no other way of getting to Bombay except by the Bombay and Aden line?—No other way.

4323. Sir *J. Hogg.*] That, in fact, gives no third communication to India?—No, it gives no third communication, because the communication by Aden from Suez is the direct route to Madras, Ceylon, and Bengal.

4324. *Chairman.*] It gives three arrivals at Calcutta?—But then we get it direct. It is important to have it mentioned on this subject, that the express by the Bombay mail brings us, generally speaking, intelligence earlier than our own direct steamers.

4325. Mr. *Crawford.*] With reference to Calcutta, I understand now that the mercantile community of Calcutta incur a considerable postage upon their express letters forwarded from Bombay?—To and from Bombay.

4326. Those letters do not come in by one post, but they come in by driblets in two or three days?—The express letters come in by one post, but they are only light letters, and not documents of importance.

4327. From your experience of Calcutta, extending over so many years, do you feel that it is a great drawback to the general business of the place to have only one heavy mail in a month by which they can receive bulky documents, which are

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subject to a very large charge if forwarded through Bombay?—We suffer great inconvenience from that.

4328. I apprehend that the course of business in Calcutta at this present time is such that the remittances forwarded from Calcutta to this country are generally founded upon mercantile transactions, that is to say, that large bills are secured upon shipping produce, and produce generally speaking; is that the case?—Most of the bills now that are negotiated in India are attached to shipping documents.

4329. Then practically it amounts to this, that those remittances cannot be made if they are to be accompanied by the documents, excepting once in a month?—Yes, they can, but subject to a heavy postage, and subject also to another very serious inconvenience, that of having our letters brought to us soaking wet, sometimes not readable.

4330. Is it not the practice now commonly in Calcutta upon the receipt of shipping documents for goods shipped from this country, for parties to raise money upon those documents before the arrival of the vessel?—Very common.

4331. Therefore great delay is sustained by the persons who receive those documents, if they only have one mail in a month by which they can receive them?—Very great; of course those documents can, however, be received by express mail *viâ* Bombay, but generally we are obliged to wait several days, and by that means we probably lose a mail in return.

4332. Then it is your opinion generally that the commerce of the country suffers from there being only one heavy mail per month from England to Calcutta?—I think so.

4333. And that the commerce would be essentially benefited by the institution of a second line?—I think so.

4334. Those letters which are sent across the continent of India now, are subject, you say, to a heavy postage?—They are.

4335. I suppose that a very moderate increase of speed in the steamers from Aden to Calcutta would have the effect of relieving the Calcutta merchants from the necessity of sending their letters at all through Bombay?—Yes, if they had a second monthly communication, of course they would have nothing to say to Bombay at all.

4336. By how much now, upon the average, does the Bombay express beat the steamers going round?—It varies very much; in the dry weather, when the roads are good, it beats the direct steamer perhaps 12 hours or 24 hours; it is rarely more than that. During the rains, when the roads are impassable, the post from Bombay is generally behind the steamer.

4337. I understood

4337. I understood you also to state just now that there are no vessels but the Peninsular and Oriental Company's vessels employed in what you would call the coasting trade of Bengal?—None when I left in March last.

4338. Then the commercial community in Calcutta are entirely dependent upon the boats of the Peninsular and Oriental Company for such services as they require to be performed for them?—Yes.

4339. That is to say, if the passengers wish to travel by steam, they have no other way of going down the coast to Madras, nor can they receive such merchandise as they wish to receive, except in the boats of the Peninsular and Oriental Company?—No.

4340. And that is performed only once a month?—Yes.

4341. What coals are commonly used in Calcutta for sea-going steamers?—They prefer English coals.

4342. What is the ordinary price of those coals in Calcutta?—From 6 to 8 annas a maund; that would be from 25 *s.* to 30 *s.* a ton.

4343. Do you suppose you could effect contracts there for coals at 30 *s.* a ton?—At 30 *s.* a ton, and give a fair freight.

4344. Lord *Naas.*] Is it possible to expedite the present express from Bombay over land?—I should say it would be very difficult; for it is a distance of 1,000 miles over a country which is but partially inhabited, I believe, in many cases.

4345. Do you think that the present rate at which that express travels is not likely to be accelerated?—It has been materially accelerated in my time. When I first went to India we never got our letters from Bombay in less than 12 or 13 days; now we get the express in eight days, and sometimes a few hours under eight days.

4346. *Chairman.*] Then they run the 1,000 miles in eight days; is that so?—Yes, and sometimes in less.

4347. Lord *Naas.*] How many miles an hour do they go?—

4348. Mr. *Divett.*] You do not see your way, then, to any improvement over the existing mode of carrying the mails from Bombay to Calcutta?—No; it is a question for a surveyor to determine. I know there must be great difficulties in the surface of the country; it is a country without roads, and traversed by rivers; but I have seen a great improvement in the reduction from 12 days down to eight.

4349. Do you see any reason to expect a further improvement upon the eight days?—No.

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4350. You stated that there was an inconvenience from the letters getting wet from rain?—Yes.

4351. Do you see any way in which to obviate that?—No; unless you could erect bridges and let the people walk over the rivers dry.

4352. Mr. *H. Berkeley*.] You referred to the crowded state of the boats; is it ever necessary to book passengers two or three months in advance?—Yes.

4353. Mr. *Willcox*.] You mentioned that you were 15 years on Mr. Greenlaw's committee, agitating for steam communication to this country?—Yes, for 12 or 15 years; I was connected with it from the beginning.

4354. Were you successful?—At last.

4355. What did you do?—We effected through our agent, Mr. Curtis, at home, an arrangement with the Peninsular and Oriental Company.

4356. Was not the Peninsular and Oriental Company in existence before that time?—Yes.

4357. You state that owing to the deficiency in the speed of the Peninsular and Oriental Company's vessels, you at Calcutta have not time enough to answer your letters?—Yes.

4358. You require a week?—I think it would be better if we had a week, but we never have a week.

4359. But you made an exception in the case of the "Oriental"?—No; but I say with reference to the "Oriental," she is the best boat we now have upon the line.

4360. You are aware, I presume, that the "Oriental" came to this country to have new boilers and other improvements, by which this great speed was obtained?—I did not know that she was ever in India till she came out this last time; I did not remember her there.

4361. What do you say of the "Hindostan"?—The "Hindostan" has been improved vastly since she came home.

4362. Do you know that she averages 11 knots?—No, but I know she has had new boilers.

4363. You speak of the average speed; I think there is some confusion; do you mean the average speed or the contract speed?—I know nothing about the contract speed.

4364. But you said you saw a table?—I saw a table of the contract speed; it was stated to me to be that, and the boats have fallen short of that contract speed; but it is not a table of my own.

4365. All you know is that you have seen it upon a piece of paper?—I have seen upon a piece of paper a table made by a person who has taken a great deal of pains with the matter.;

matter; I have seen it for the first time; it is not a table of my own. *J. Allan, Esq.*

4366. You were expressing a desire that such vessels as run between Liverpool and New York should be placed upon that line?—Vessels of that power. 19 June 1851.

4367. Do you know what that power is?—I understand it is 800 horse.

4368. Do you know at what pressure they are worked?—No, I know nothing about the pressure.

4369. Have you any idea what is the consumption of coal?—No, I have no idea of that.

4370. Perhaps you would be surprised if you heard that it was 80 tons a day?—What do your vessels consume?

4371. Forty tons a day.—Then yours are half the power.

4372. What difference do you calculate it would make in the passage between England and Calcutta, if the vessels went from Plymouth instead of Southampton?—I believe about 12 hours; not less.

4373. You alluded to the want of passenger accommodation; are you not aware that at certain seasons of the year the Calcutta community will not travel overland?—Yes, that they have not hitherto done so.

4374. Are you aware that the "Bentinck" left Calcutta in September 1847 with only 10 first-class passengers?—No; I can believe it to be the case.

4375. And that the "Precursor," in May 1848, left with only 23?—I was not aware of that.

4376. And that the "Bentinck," in January 1849, had only 21?—I was not in India then.

4377. The "Haddington," in the same year, had only 22 in the month of August, and that the "Bentinck," in January 1850, left with only 21; do you remember that?—No; I was not there; I did not arrive in India till February 1850.

4378. Were you in India in August 1850?—Yes.

4379. The "Hindostan" left with only 19?—Yes; I am aware that there are very few at that season of the year.

4380. If the passengers were equally distributed over the year, do you suppose there would be a necessity for further steam communication?—Yes, I think there is room for competition.

4381. I am asking whether there would be passengers sufficient for two lines, supposing the passengers were equally distributed over the year?—I do not know as to that; I cannot say.

 4382. I think

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4382. I think you have now two postal communications to Calcutta?—Yes.

4383. Therefore, what you want now is a third?—No; I do not want a third, I want to have two.

4384. If you have a double line from this country to Calcutta, and you have the dawk from Bombay, does not that make three?—Yes, but we should not require it *viâ* Bombay; we should dispense with Bombay altogether with the dawk communication.

4385. As the chairman of the Chamber of Commerce, you addressed a letter on the 3d of January last, containing some grave charges as to the manner in which the company had performed their contract, did you not?—I did; I signed that letter as chairman of the Chamber of Commerce; I do not admit that there were any grave charges; I must qualify my reply as to any grave charges, by calling it a letter of complaints.

4386. That there was a breach of contract?—I have seen a statement to show that the steamers were on average behind time.

4387. I am only asking you whether you did not write such a letter?—I did.

4388. Did you not publish that letter in a Calcutta paper before it left Calcutta, or about the time of its leaving, though addressed to the directors in London?—It was published in Calcutta.

4389. Published without waiting for an answer from the directors?—Without waiting for an answer from the directors.

4390. Do you consider it consistent with the dignity of the Chamber of Commerce to make charges, and to publish them without waiting for a reply?—I certainly think it was right, and indeed the duty of the Chamber of Commerce to communicate that letter, in order to show the Indian public that we were not asleep upon this subject; they appeared to have thought we were; there were remarks made at the time, and it was insinuated that we were not taking the steps which, as a public body, we were bound to do, and it was our duty to let the Indian public know that we were not asleep but stirring upon the matter.

4391. Then you think that publishing a letter with those charges without waiting for the reply of the Board, is consistent?—I do not see anything inconsistent in it; it was not put forward in the shape of charges; I am not aware that there was anything in the shape of charges.

4392. Then you see no impropriety in it?—Not at all; I feel

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feel that we were bound in duty to let the public know what we were doing.

4393. Without waiting for an answer?—Without waiting for an answer.

4394. Is that in accordance with the feelings of the Calcutta community?—Certainly; we do these things with publicity; we have no object in concealing our acts; it is our duty to make them public; we conceive we are performing a public duty in doing so. It seems, however, that it was not agreeable to the Peninsular and Oriental Company; that is a matter which I dare say we shall be able to bear with. I feel quite satisfied as to the view the public will take of it, because I know, before I left India, they were very much pleased with the communication which had been made to the Peninsular and Oriental Company.

4395. In that letter, to show the variation of time, it takes the period between the longest and the shortest to be 14 days?—Yes.

4396. Are you not aware that in two long voyages probably this great difference arose from two accidents?—No.

4397. Do not you know that the "Ripon" broke her rudder going down Channel, and that the "Oriental" had to be substituted for her, and that five days were lost by that means?—No, I am not aware.

4398. Do not you think you ought to have made yourselves aware of these things before that letter was published?—No, because we were addressing a public body at home who had the management of this in their hands, and we felt it was for them to clear up any discrepancies in our letter.

4399. Do you not remember that the mails of the 20th of February 1849 were very late in consequence of the breaking down of Her Majesty's steamer "Medina" in coming to Marseilles, by which eight days were lost?—I am aware of that.

4400. Do not you think that, in common fairness, your letter ought to have contained that fact?—It was not known to us.

4401. It would not suit your argument, I suppose?—No, I do not admit that; I mean to say that it was not present to the recollection of the Chamber of Commerce at the time the letter was written.

4402. Not in November 1849?—It may have been, but we do not know what is going on on the other side of the Isthmus of Suez; and it was not known, so far as I can recollect.

4403. You are aware that the line between the Isthmus and Calcutta is only a part of the entire chain?—Yes.

4404. And

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4404. And therefore a breach in the link on this side must affect the other side?—Certainly.

4405. Is it fair to attack a vessel for want of speed or late arrival on the other side, because something has occurred on this side?—I think it is very fair if I complain of want of speed on the other side between Suez and Calcutta, if you cannot show that there has been a want of speed on this side alone.

4406. You say that you are very desirous for another line for competition?—Certainly.

4407. Do not you suppose it much more likely if there were two powerful companies, that they would combine rather than compete?—I think not; I think they would have a different constitution from the Peninsular and Oriental Company.

4408. You think they would continue to cut at one another for the amusement of the public?—I think that competition would give the public a benefit; I have never yet known that monopoly does; I am not aware that two competing companies are so likely to monopolize as one.

4409. Do you not understand monopoly to mean a prescriptive right?—I do.

4410. Are you not aware that the Peninsular and Oriental Company are in competition with two parties on this side of Egypt, namely, with the railroad to Marseilles, connected with the French steamers, and by Trieste, with the Austrian line?—Yes.

4411. There is no monopoly then on this side, is there?—No; but there is on the Indian side.

4412. There are Wigram and Green's ships, which are the finest packet ships in the world, are there not, in competition?—They are competing of course, and the consequence is that they are taking passengers very low.

4413. The complaint against railways being introduced was, that the public would have no other mode of travelling when the old coaches were driven off the road; now it appears here, that the old coaches are still running?—Yes, because they run cheaper than your steamers.

4414. Exactly; then that is competition?—That is competition.

4415. Perhaps you may not be aware that those ships of Smith's, and Green's, and Wigram's, convey more passengers now than they did before the steam navigation?—No, I should not say more; they must necessarily carry a large number, from the increased population of India, for during my time I have seen a vast increase in the number of families in India;

India; I have seen two generations spring up, and there is a vast increase in the number, arising from that circumstance.

4416. *Chairman.*] You stated in reply to the questions of the honourable Member who last examined you, that you do not think that two companies, such as you propose, if your suggestion should be effected, would amalgamate; what grounds have you for considering that they would not amalgamate?—Because they would be composed of a different class of men altogether, with different interests; I think they would have a different constitution altogether from the Peninsular Company.

4417. Do not you imagine that their interests would be so identical that they would be probably forced, or brought by their interest, to come to certain terms?—It is possible; but the chance is that of the public benefiting by competition, because a man would have to choose which company he would go by, and he would go by the company which afforded the most accommodation.

4418. Supposing the two companies did amalgamate, and fix similar charges for passage and freight, what advantage would the public have from competition then?—At any rate, with one company we have no hope of competition; with two we have.

4419. Mr. *Crawford.*] Would not the Government, by the terms of their contract with those companies, prevent them from entering into such a combination?—Yes, I should hope so.

4420. *Chairman.*] You have stated that you consider the constitution of the two companies to be so different that that would be a reason why they should not amalgamate; what do you mean by the constitution of the two companies?—I think the Peninsular and Oriental Company badly constituted; one objection which the public in India have to its present formation is the enormous emoluments of the managing directors.

4421. Mr. *Willcox.*] Have you any knowledge of what these emoluments are?—I hear that they are 12,000 *l.* a year.

4422. Mr. *Cowper.*] Do you think that the Government could put into the conditions of the contract any terms to prevent the two companies from agreeing to charge the same fares, give the same accommodation, and go at the same rate of speed?—I think it would be very difficult; I cannot say how, but I should hope something might be done to prevent the two companies combining.

4423. Supposing the two companies had each a contract to last for seven years, would it not be the interest of those two companies not to run against each other for the seven years, but

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but to agree together in order to get the greatest profit they could by their contracts?—That might be, but the probability, I think, is that they would not amalgamate.

4424. But supposing that each company had a sharp look out to their own interests, do you not think that their interests would be rather to come to an agreement at the commencement of the seven years, than to compete against one another so as to lower the fares or to increase the expenses?—The probability is that they would not come together upon boats of the same class, and therefore the one company would have a decided advantage over the other; the one which came in last with the improved class of boats would have an advantage.

4425. Mr. *Willcox.*] But do you suppose that one company could not do just as well as the other with regard to the class of boats employed?—I see no reason, generally speaking, but we know that the present class of boats is below the requirements of the public.

4426. Are you aware that those competing on the line between Liverpool and New York have come to an understanding, and do not lower the fares?—I was not aware of that.

4427. Mr. *H. Berkeley.*] How often have you made the voyage to India *viâ* Southampton?—I have been once *viâ* Southampton, once *viâ* Marseilles, and once *viâ* Trieste.

4428. Then you cannot, I presume, inform the Committee as to the prevailing winds which are met with in coming up Channel?—I can say very little of it; we all know that the prevailing winds are westerly winds in the Channel.

4429. Did you ever happen to come up against a gale of wind from the east?—Not in a steam vessel, I have in a sailing vessel.

4430. You know, of course, that that very much retards the progress of that vessel?—I do.

4431. Mr. *Crawford.*] Are there any observations in that letter addressed by the Chamber of Commerce to the Peninsular and Oriental Company, except with regard to want of speed?—No; I am not aware of any other. There have been complaints by passengers, but which the Chamber of Commerce felt were not matters which they had any business to take up. The mode of victualling and so on have been complained of by a very numerous body of passengers, headed by Lord Grosvenor, who happened to be one of the passengers; but the Chamber of Commerce refused to take up that question at all, as they felt that it did not belong to them, but they took up the

the question of speed as a thing which concerned them exclusively.

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4432. *Chairman.*] In recommending any improvement in this communication, do you think that the semi-monthly communication ought to be carried on to China as well as to India?—I think so, on account of the importance of that communication.

4433. Do you consider that there is sufficient traffic to remunerate two lines in a month?—Perhaps there may not be at present, but my experience leads me to believe that increased facilities will increase the traffic and the trade, and that with those improvements, and that increased trade, we should have an increased traffic.

4434. Are you at all acquainted with the trade of the Mauritius?—Yes, I know a good deal of the trade of the Mauritius.

4435. Have you heard that there has been a proposal made by the colonists of the Mauritius to vote a certain sum of money for the purpose of steam communications with Aden?—I was not aware of that; at present they keep up a communication by fast-sailing vessels from Galle to take their mail down.

4436. Do you believe that a communication which brought the Mauritius into connexion with India, would be of very considerable importance to the trade of India in any way?—No, I think not; the trade of the Mauritius is not of sufficient importance.

4437. What is the trade of the Mauritius?—Rice is the chief article, and we do occasionally send down bullion that way, and make remittances through the Mauritius; sometimes it is favourable.

4438. Mr. *Divett.*] There is scarcely anything to bring back?—Nothing, except that they bring back stones, for the benefit of the Calcutta roads.

4439. *Chairman.*] Is there any considerable postal communication between the Mauritius and Calcutta?—No, it is not a very important postal communication.

4440. In any proposition that was made for giving steam communication to that colony, do you think it advisable that it should be connected with Aden or with Ceylon?—I should think that Ceylon would be the best place, because it would link on to the communication with Calcutta and Madras, with both which places Mauritius has very considerable intercourse; she depends upon India for her financial arrangements.

4441. Mr. *Divett.*] Does not the great transit of labourers which

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which occurs fortify that opinion of yours?—I should mention labourers also; a very large number go down.

4442. *Chairman.*] Have you heard that it has been proposed to carry a line right through from the Cape of Good Hope, by the Mauritius and Ceylon, to Calcutta and Madras by screw steamers?—I have heard of the formation of that company.

4443. What would be the effect of the formation of such a company as that upon the passenger communication between England and India; do you believe that many would go by that screw line, carrying, as they would lead you to believe, at a much cheaper rate than the line by Suez could afford; do you think the passenger communication by the Red Sea would be affected?—No, I do not think it would affect the communication by the Red Sea, because, looking at the distance of the voyage round the Cape, they cannot do it in less than 70 days to Madras and Calcutta.

4444. Mr. *Corry.*] A great number of passengers go by the sailing vessels, do they not?—Yes.

4445. What is the average length of passage by these vessels?—About 100 days.

4446. Do not you think that screw vessels put on from the Cape would increase the number of passengers by that line?—No, I think it might divert some of the passengers from the sailing vessels.

4447. But not from the Isthmus of Suez line?—No, because speed is the great object with people going by Suez.

4448. *Chairman.*] If they carried as cheaply as those sailing vessels they would divert a considerable number of the passengers, would they they not?—No, I do not think so, for the reason I stated in the early part of my examination, that it is an advantage to men in the service to have a little money due to them when they get home.

4449. And likewise from the circumstance that many, for the sake of their health, prefer a long voyage?—Yes, many prefer a long voyage for that reason, especially as time is not an object.

4450. Are there any other proposals which you have to make for the improvement of this communication?—No; the only thing is, that I would be very glad to see the Indian Government give up their communication from Aden and Suez to Bombay altogether, and do it by contract; they could do it much cheaper.

4451. Sir *J. Hogg.*] If they can do it as cheap and as well as other people, would you see any objection to it?—I think

think it is much better that the Government of India should give up all those communications.

4452. Do not you think that their doing it accords a little with your own principle of competition?—No, I think that I would rather see two private companies competing, because when we have got the East India Company against us, they can work for nothing, and do work for a loss sometimes.

4453. Mr. *Currie.*] I think you said the average time was about 40 days?—About 40.

4454. What is the average time of the sailing ships in going?—I suppose I could not, taking the whole year round, say less than 120 days; it is frequently done in 100 days, and less by some of those fine ships at particular periods.

4455. In the early part of your examination you said that the communication from Calcutta to Madras is not perfect?—Between the Presidencies of India it is not perfect.

4456. Do you think it would be a great advantage if a steam ship were to go in 55 days by the Cape, calling at the places referred to?—It is not possible.

4457. Have you acquainted yourself with the power of steam as applied to ships?—Yes.

4458. And you say it is not possible?—I say it is not possible.

4459. Supposing it were to be found possible, what then?—It would be enormously expensive.

4460. Would not it be a great advantage to the Calcutta public?—Yes, but they look upon it as an impossible thing with reference to expense.

4461. Mr. *Divett.*] Then I understand it to be your opinion that the fleets of the Indian navy had better be confined to purely military purposes?—Yes, if they are to be continued at all; if the Government of India think it necessary to continue them, I think it would be much better that the mail should be carried by contract.

4462. Mr. *Currie.*] Is your house connected with ships; have you any ships yourself?—I am not a shipowner now; I have been.

4463. Mr. *Corry.*] When you recommend the establishment of a direct semi-monthly communication from Southampton to Calcutta by means of competing companies, do you also contemplate the continuance of the present overland mail *viâ* Marseilles?—No, I think it would supersede that; the present mail *viâ* Marseilles, I believe, takes 12 days to Alexandria, and by a superior line of steamers I think the communication

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communication from Plymouth might be effected in 11 days to Alexandria.

4464. *Chairman.*] On what calculation have you founded that opinion?—By having boats that would go 11 or 12 knots an hour.

4465. Mr. *Corry.*] If a railway were completed across France to Marseilles, as railways can always beat steamers in speed, could not the Marseilles route be always made the most expeditious?—It would shorten it, certainly; I know that at present it takes four days to go through France; they might do it in two if they had the railroad completed.

4466. It has been stated that the invoices and heavy articles are never sent by the Marseilles line; does the mercantile community in Calcutta derive, notwithstanding, much advantage from the Marseilles line?—Very great.

4467. Notwithstanding that the heavy packages do not go that way?—Yes; we incur a heavy expense for the postage of those letters, but the difference of time pays for it.

4468. If the Marseilles route could be made more expeditious, would it be important to the merchants of Calcutta?—Yes.

4469. Mr. *Wilson.*] Are you aware why it is that the semi-monthly communication from Southampton to Marseilles is still used?—Because the present steamers which run from Southampton to Alexandria are not so fast as the boats we have now running on the Atlantic; but supposing we were to have boats of greater speed and greater power, it would be different.

4470. Are you aware that some of the boats now average 10½ knots an hour from Southampton to Gibraltar and Malta?—No, I am not aware of that, but they never beat the Marseilles mail.

4471. Do you think they ever will beat the Marseilles mail?—I think if they could get 300 miles a day, they would.

4472. Mr. *Cowper.*] Is it not much further to go round by Gibraltar to Malta, than across France?—It is.

4473. Are you not aware that a very great portion of that land communication is done by railway?—Yes.

4474. Then do you think it possible that any vessel going 11 knots an hour could ever do it so rapidly as the mails could be carried across France?—Yes; because they take four days to go through France now, and eight days to Alexandria.

4475. Might they not go much quicker than four days?—

If

If the railway were completed they might, but it is doubtful whether they will be.

4476. Should you not consider it more easy to accelerate that route across France, than round by water?—No; steamers are now built to do it, and the railroad may be many years unfinished.

4477. Mr. *Corry.*] Do you know what the average speed of the Government vessels is, which convey the mails to Alexandria?—They do not average more than eight knots through.

4478. Mr. *Divett.*] Do you know much of the opium trade?—A good deal.

4479. From your knowledge of the opium trade, do you think that in the event of a double communication with China being established, as well as with India, those steamers would obtain a large opium freight from Bombay to China?—I think they would take it then; at present the steamers from Bombay are so filled, that they refuse to take any of our Bengal opium down to Ceylon; they have not room.

4480. Do you think that the freights for opium would remunerate them to such an extent that they would be able to carry the mails on very reduced terms?—I should think so; the quantity of opium from Bengal is 35,000 chests, and it will never be less.

4481. Thirty-five thousand chests from Bengal, and you say it will never be less?—Yes.

4482. Do you mean that you found the opinion that it will not be less on the fact that there is a great extension of opium cultivation in the presidency of Bengal?—Yes; this year I received information from high authority in Bengal, that the restriction upon the cultivation of opium was entirely removed.

4483. What, in your opinion, will be the effect of the restriction upon the cultivation of opium being removed?—It will, of course, reduce the prices.

4484. Do you believe that the reduction of the prices will lead to a great increase in the consumption of opium in China?—No doubt of it; experience has proved that, for I recollect the time when it was only 3,200 chests, and since that I have seen it go up to 36,000.

4485. In what year was it 3,200?—In 1821.

4486. Then, stating that 35,000 chests is the produce of Bengal, can you give any account of the produce of the Bombay presidency?—It is uncertain, but I believe from 25,000

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to 30,000 this year, from the protected State of Malwa, shipped through Bombay.

4487. Does the same observation apply to Bombay?—No, I think not.

4488. Are the additional facilities in Bengal likely to diminish the quantity in the other presidencies?—Yes.

4489. *Chairman.*] In fact, you look upon opium as an important feature in the freight of steamers?—Most certainly; 60,000 chests of opium at 10 dollars, which is the freight, is of importance.

4490. Mr. *Crawford.*] What is the charge?—Twenty rupees a chest.

4491. Twenty rupees for the 60,000 chests of Malwa and Bengal opium would give how much?—1,200,000 rupees.

4492. Mr. *Plowden.*] Have you ascertained that 60,000 chests have been exported to China?—I cannot say all to China, but the greater portion.

4493. When you speak of restrictions being entirely removed from the opium trade, do you refer to restrictions in China?—No; in Bengal.

4494. Mr. *Wilson.*] You said that you had received information from the highest authority in Bengal, that the restrictions upon the trade of opium were to be entirely abolished; when?—I believe this year.

4495. What do you mean by "abolished"?—The restrictions removed; I should not say abolished, but removed from the cultivation.

Captain *John Henry Wilson*, called in; and Examined.

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4496. *Chairman.*] WHAT is your profession?—An officer of the Indian navy.

4497. Are you in the Indian navy at present?—I am on the retired list.

4498. How long were you in that service?—Twenty-six years.

4499. Have you had experience in steam communication between India and England?—I commanded the first steamer on the waters of the Red Sea, and took the first mail which was ever carried by steam from India to Suez.

4500. In what year was that?—In 1830.

4501. What other offices did you fill in the Indian service?—I was subsequently comptroller of the dockyards in Bombay.

4502. Have you frequently made the voyage between Suez

Suez and Bombay?—I have very often, both in our East India Company's vessels, when I commanded, and I have since made the voyage in the vessels of the Peninsular and Oriental Company.

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4503. And, since that time, have you considered the subject of steam communication with India?—I have.

4504. And have turned your attention to the subject generally?—I have.

4505. With reference to the improvements which you think might be effected in the communication?—Yes, I have turned my attention to them.

4506. Will you state any observations you have to make, founded upon your knowledge of the subject, and the consideration you have given to it?—The Committee are aware that in the Atlantic we have now steamers running of 814 horse power, and about 2,200 tons English, and from 2,700 tons to 2,900 tons the American. Those vessels are performing that service in a manner, I believe, superior to any thing else in any other part of the world. The "Pacific" has twice, out and home, made the passage within ten days, and it has repeatedly been done in a few hours above ten days. In yesterday's "Times" I saw that the "Baltic" arrived at Liverpool the 17th instant, having left New York the 7th instant, that is a few hours above ten days; I do not pretend to say to an hour; I cannot do that, because I am not connected with any of these parties; I am merely repeating what I saw in the newspaper; she brought news of the arrival of the "Pacific" at New York on the 7th, which vessel had left Liverpool on the 28th; that is again a few hours beyond the ten days. Now, as to the distance between Liverpool and New York, I will take it for all practical purposes to be 3,000 miles; that gives an average of 12½ knots an hour, that is to say for those voyages where it is done in that time. But I do not pretend to state, I cannot attempt to state, the general average of those vessels; because that could only be done by having before you a return for one year, calculated throughout winter and summer, rough and smooth, and without that it is useless to talk of an average. Now, if we turn to India, we find the communication carried on there by vessels of from 400 to 520 horse power, their tonnage being from 1,200 to 1,500 tons, I believe. Now, again, I do not mean to compare the average rate of those two sets of vessels, those on the American line, and those on the Indian line, simply because I have not before me the same data to go upon; but, in the absence of that, I will submit to the Committee a proposition

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which I will read, to prevent any mistake in terms. In long ocean voyages, of two steamers, one of 520 nominal horse power, and the other of 814 nominal horse power, provided both be constructed on equally just principles and proportions of power to tonnage or capacity, and of model for speed, the vessel of 814 nominal horse power will, under all circumstances, favourable or unfavourable, maintain a very considerably higher rate of average speed than the vessel of 520 nominal horse power. It appears to be the object of the parties who manage the Peninsular and Oriental Company to create an impression that they can, by some miraculous process, make their vessels of from 450 to 520 horse power approach in efficiency, and capability, and speed, the vessels running on the Atlantic. I draw this inference from a report which was made the other day, which appeared in one of the daily papers, of what was stated at the half-yearly meeting.

4507. That is the last report?—The last report; I think it was on Saturday last. I am quoting from the report as given here in the paper; of course I know nothing about its correctness; I quote it as it is here; I suppose these things are given correctly. It says, "For a considerable time past, the directors have devoted their attention to the improvement, in point of speed, of such of the company's vessels as were required to be laid up for repairs, and which were constructed prior to the discovery of recent improvements in steam navigation. Their efforts have been successful; the 'Hindostan,' 'Oriental,' and 'Pottinger,' afford satisfactory instances of greatly increased speed." Now with respect to that point, the "Oriental" is one of the vessels mentioned as having undergone this wonderful improvement. In 1844, I made a passage to Alexandria in the "Oriental;" we left Southampton on the 4th of August, about 10 A.M., and we arrived at Alexandria on the 19th of August about 10 A.M., that is 15 days; we were 11 hours at anchor at Gibraltar, and 16 hours at Malta; that is 27 hours for stoppages, which deducted from 15 days, leaves 333 hours for steaming. Now the Peninsular and Oriental Company's distance, which they assume in their returns, I saw it in the return of 1849, is 3,042 miles; that distance in 333 hours gives nine knots and one-tenth. With respect to this voyage, it had been blowing hard from the south-west, and the vessel was delayed before she started from Southampton for 24 hours; but it moderated in the night, and when we got out, though it was still blowing, it was moderate; when we got across the Bay of Biscay we had beautiful weather; and from that time to reaching

ing Alexandria, we had beautiful weather; consequently taking one thing with another, that was an ordinary voyage, a fine passage, and she realized then nine knots and one-tenth an hour. Now in the public prints, I see it stated that the "Oriental" came from Calcutta to Suez in March and April 1851; she left Calcutta March 8th, Saugor the 10th, Madras the 13th, Galle the 16th, reaching Suez April the 2d; that is 25 days. Now for stoppages, we will allow at Saugor a day and a half, at Madras 16 hours, at Galle 24 hours, at Aden 20 hours, making in all four days; this leaves 21 days steaming between Calcutta and Suez. I do not pretend to give this to an hour; it is impossible to give it, but I take it generally. The distance between Calcutta and Suez, according to the Peninsular and Oriental Company, is 4,831 miles, which in 21 days gives nine five-tenths knots per hour. Now if you take into consideration the time at which the "Oriental" made that passage, she ought to have made it faster than the passage from Southampton in 1844, for March and April are very favourable months. There are two states of the weather in which steam vessels will make the best run; one is, when they have a fine free breeze running with them; and another is, when they have smooth water and hardly any wind at all. March and April are two of those months in which the water is as smooth generally as a mill-pond from Calcutta to Aden; therefore comparing that with her voyage in 1844, she had not anything like the start across the Bay of Biscay, and she ought to have made better speed; and she did make a little better speed. Now, in these facts I cannot find any evidence of the miraculous change.

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4508. Mr. *Willcox.*] In the calculation which you have been suggesting of delays, you say, allowing for this, and allowing for that?—Yes.

4509. And therefore it is from mere guess-work that you allow that; and then you say that will allow upon the steaming so much?—No; it is not from mere guess-work, it is from knowledge of the usual stoppages.

4510. From what experience?—A great deal.

4511. How will that experience give you a knowledge of whether the "Oriental" was detained a longer or a shorter time upon that one voyage, at the different ports of call?—We are all in the habit of drawing our inferences in particular cases from certain circumstances; I judge from what generally happens with the mail, what was most probable in the particular case in question.

4512. I want to show that you are guessing these things.

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—No, I am not guessing them, and I will show why I think so. There is a great difference between a guess and when a man speaks from a general experience; a mere guess and speaking from general experience are two different things.

4513. But he may guess incorrectly even with experience? —He may, but I have not done so; I have drawn my conclusions from actual experience.

4514. Mr. *Corry.*] You have, besides your general experience, the fact of the two performances of the "Oriental," one in 1844 and the other in 1851?—Yes.

4515. Had the vessel undergone any alterations between 1844 and 1851?—That I cannot say; I only know that those vessels are stated now as being capable of going something very far beyond what they were then, and I, from those two voyages, cannot draw any such inference.

4516. Mr. *Willcox.*] Perhaps you would be surprised to find that she averaged 10½ knots upon one voyage from Calcutta to Suez?—I should be very much surprised; I should consider it a very extraordinary case, and one which can have nothing to do with determining the vessel's general speed.

4517. But you have been proceeding upon one voyage? —Of course I have; but that voyage was an average fine one only, and before the alleged wonderful improvement.

4518. On one voyage?—Yes, on that particular case which you state you draw your inference.

4519. *Chairman.*] Are you aware of the sum of money that is paid for that communication by the Government?— I believe the Government pay, for a monthly communication between Calcutta and Southampton, 138,000 *l.*; 23,000 *l.*, I think, for the communication between Southampton and Alexandria, and 115,000 *l.* for the communication between Suez and Calcutta.

4520. Do you consider that that amount of money is a fair proportion for the Government to contribute for vessels of 450 to 520 nominal horse power, and of the tonnage of those vessels which they employ?—I believe that such are the returns for passengers, and freight, and parcels, that in so doing, the Government are paying the Peninsular and Oriental Company many thousands of pounds more than they should do if the communication were carried on by vessels of 814 nominal horse power, and some thousands of pounds more than they should do if the communication were carried on with vessels of 972 nominal horse power.

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4521. Will you state to the Committee on what you base those opinions?—I have made calculations which have led me to draw those inferences.

4522. How have you made those calculations?—I have made those calculations upon my own general knowledge and experience in steam matters, of what would be the probable cost of carrying out communications with such vessels, and I draw the inferences from that.

4523. Are you aware of the cost of coal in those seas?—I think I am.

4524. Do you know what the average cost of coal has been at Suez lately?—The average cost of coal at Suez is what I know least about; but I have heard that it never exceeds 3 *l.* 18 *s.*

4525. And at Aden?—At Aden it never exceeds 2 *l.*

4526. At Alexandria?—At Alexandria about 1 *l.*; less than that perhaps, not more.

4527. Mr. *Bright.*] Have you coaled at all those ports?—I have coaled at some of those ports, but it is long ago; I do not draw my conclusions from having coaled at those ports; it was many years ago that I coaled there, when coal was very expensive; but that is not the case now; it is very different now.

4528. *Chairman.*] Have you taken into your calculation the cost of the establishment which the Company are obliged to maintain to carry out the communication?—I have not taken the cost which I suppose the Peninsular and Oriental Company have to incur; not the cost it is to them; but I have taken into my calculation the cost at which I suppose any other company would probably do it; not the cost that I, if I were managing the company, would be inclined to sanction, but what I think it would probably be in the hands of others.

4529. How do you think that improvements ought to be effected; by means of competition?—Competition is a very excellent thing, but I rather think it is an abstraction; I should like to have pointed out to me any practical real *bonâ fide* competition going on now in anything; we have competition in omnibuses, but I do not think the public benefit by that, if they call it competition; we have competition, or we have had, in water companies, and we have had competition in gas companies, and the result is, that they are now in combination; there is a community of interest; there are, and will be always, men who start with the profession of competition; but it lasts a very short time, and the general result is, an

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understanding by which the Government and the public are completely helpless, and kept at arm's length as they are now by the water companies.

4530. How then do you propose to ensure to the public those improvements which you suggest ought to be obtained in those lines?—There may be, not competition as I view it, as I understand competition, but there may be division; there may be room for another company on some branches of the communication very possibly, but I confine my observations to the great lines of communication between Calcutta and Bombay, and some port in th Channel, and I doubt much whether on those lines any competition would long exist, even if companies were started under the pretence of competition.

4531. Why?—I should think they would very soon find that it is a very expensive thing to conduct a communication with India, carry it on how you will. I think that those who started in competition would soon find that out, and that, consequently, as they would not push each other to destruction, there would very soon be a combination between the two; and, as I said before, the Government and the public would then be worse off than they were before.

4532. Then, as you do not think this could be effected by competition, how do you think it could be effected?—I am restricting myself, now, to communication between Calcutta and a port in the Channel, and Bombay and a port in the Channel. I merely take the great trunk lines between India and England; settle that communication, and the others will follow as a matter of course.

4533. How would you suggest that those arrangements should be carried out?—I think it would be well if we could discover something, some plan which might have the effect of competition without being liable to its objections. Of course it is difficult to suggest anything which is not open to some objection. The East India Company took the initiative in steam communication with India, and they have carried on that communication from that time to this. There may be objections to the manner in which they have carried it on, and those objections might be very easily met, and it might be very easily explained why it has been so. But I think that if they were disposed to undertake the office, arrangements might be made by which they might establish a new communication, and remodel all the arrangements entirely on a footing that would give satisfaction to the public; I mean from Bombay to Suez. That would have this effect: the East India Company from their position, are quite above all those motives which necessarily

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necessarily are the first with a mere contracting London company. It would be no consideration to them; it would not increase their dividend, whether they worked the communication at a greater or less profit; they would be quite above all considerations of that kind. They would also be above another influence; they would have no motive, they would have no desire to do more than State considerations rendered it necessary they should do; and they would not wish to extend their communication all over the eastern seas, or to create a monopoly. They might establish a communication which, in its practical operation, would be a test for keeping other companies up to the mark.

4534. Mr. *Bright.*] Do you know any case in which any communication of that sort is kept up by any Government?—I do not.

4535. Have you ever heard of one?—No, I have not; but it is precisely the peculiar circumstances of the case which has suggested the idea to me.

4536. You stated what was the speed of the steamers between Liverpool and New York?—Generally.

4537. And the ships to which you particularly referred are both American steam ships, I believe, and not belonging to the Cunard line?—They are.

4538. The "Pacific" and the "Baltic"?—Yes.

4539. Are you aware whether, since the American steamers were brought into competition on the line, the Cunard boats have made better passages than they did before?—Of course you can push a boat a little more or less at any time.

4540. Do you know whether the boats which the Cunard company have built since the Americans have begun to work, are larger and better, and more powerful than they were before. Do you know the "Africa"?—No; I saw the "Asia."

4541. Is the "Asia" larger than the old "Britannia"?—I do not know all the vessels on the Cunard line.

4542. But I ask you whether you know these facts; I am not now asking you your opinions, but as to facts; do you know or not that the boats built recently by the Cunard company are larger and more powerful than those which were first built by them?—I should think so; it is the natural consequence of the progress of events in steam matters that we go on to increase in size and power.

4543. Do you know whether there is any connexion between the owners of the "Baltic" and "Pacific" American steamboats, and the owners of the Cunard boats; are they held by the

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the same shareholders, or do they belong, as far as you know, to separate companies?—They have the same interest; they are governed by that disposition which men always have, each to endeavour to get as much as they can.

4544. But have you any reason to suppose that the proprietary are the same in those two companies?—I do not suppose, nor have I insinuated, that there is any interest between them beyond that common interest which men, undertaking the same enterprises, always have affecting the motives which actuate them in their proceedings.

4545. Are you aware whether the charges by Cunard's boats are lower than they were when they first began to run?—I think it is very possible it may be so; they will generally run cheaper with large boats than with small; notwithstanding the first outlay is greater, proportionately they will run cheaper.

4546. Do you think that the public in this country or in America have gained anything now, or have it in prospect, by the entrance of the American vessels into the steam communication between America and England?—The public of one or both countries must necessarily have gained by anything which tended to push on an increased speed.

4547. Do you know for a fact that any bargain has been struck between those two companies?—No, I know nothing about it.

4548. Turning to this line to India, what are the points in which you would say that the present communication is defective; is speed one?—Speed is one.

4549. And you say that whilst the Atlantic boats are making an average of 12 knots an hour, the boats now running to India from Southampton are not making more than nine or nine and a half?—They do not make nine and a half upon a fair average.

4550. There is a very remarkable difference then, altogether?—I think so.

4551. Do you know anything of the American boats; have you ever crossed the Atlantic?—No; but I went to Liverpool expressly to examine them. I went over the "Pacific" when she was in dock; it was in February, and the "Atlantic" was there also.

4552. Comparing the "Pacific" with the "Semiramis," or the "Hindostan," or the "Oriental," or any of the boats belonging to the Peninsular and Oriental Company, did you observe, apart from size, any advantage in the American boat?—In the American boat I observed the most gorgeous fitting up, which was quite unnecessary; but I also observed that

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that the cabins were exceedingly comfortable, and in no instance were there more than two sleeping places, except in those which were expressly family cabins, in which there was accommodation for children, and there were always as many wash-hand stands as sleepers.

4553. Is that a state of things which does not exist in the Peninsular and Oriental boats?—It does not.

4554. You would say, then, that so far as that goes, the Atlantic boats have the advantage in point of comfort and convenience?—Yes; from being very large, they very easily give that accommodation.

4555. Being larger, they carry a larger number of passengers, I presume?—They carry a larger number of passengers, but without the necessity of crowding them so much.

4556. Is there any other point in which you observed a superiority in the American boats?—I have mentioned accommodation; of course the larger boats would afford the greater facility to mercantile men for freight.

4557. But freight is not a question of such great importance, and never can be, owing to the intervention of the Isthmus of Suez, between here and India, as between Liverpool and New York?—It is of importance.

4558. But not of equal importance?—I will show that it is of great importance; to mention one instance only: whatever may be the real price of coal at Suez, there is no question that coal at Suez is the most expensive; therefore it would be a very great object if you could do away with taking coal at Suez; now if you had larger vessels, you could take as much freight and more, and you might run without taking any coal at Suez up to Aden, and back again.

4559. Will you state, with reference to the accommodation of the second-class passengers, whether there is any superiority in the American boats over the Indian boats?—They have no second class or first class that I could observe; they seemed to me to be all the same in the American boats.

4560. Do you think that all pay the same fare?—I am not aware.

4461. What is the case in the Indian boats?—There is a great difference.

4562. Is there any other point of superiority besides the speed and the comfort of the passengers, in the American boats?—It does not occur to me just now that there is.

4563. Suppose there was a second company established on the line from India to England, and suppose the present company's boats ran the first of the month, and the new company's boats

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boats ran the fifteenth of the month all the year round, do you suppose that would make any difference in the speed of the Peninsular and Oriental Company's boats?—With their present vessels, do you mean?

4564. Assuming that each company had the same sum from Government, dividing the postage between them, and making out their profit by passengers and merchandize, do you think the Peninsular Company would go on with the same boats, or have boats of the same size, and travel at the same speed?—I think I must have been misunderstood; I am not imputing to the Peninsular and Oriental Company, that they do not go with as great a speed with their vessels as could be reasonably expected of them; but what I mean is, that they are not up to the requirements of the day; I think they have fulfilled their contract, and more than fulfilled their contract.

4565. If any new company now were to have a contract with the Government to carry the mails in the middle of the month, the present company carrying them on the 1st of the month, and were to start with better boats, combining all the improvements of the day, do not you suppose that they would run the passage to India in less time than the present company?—Of course they would, and it stands to reason that the Peninsular and Oriental Company must then come up to them, and have boats of equal capabilities, or the Peninsular and Oriental Company must go down; for neither passengers would go by them, nor would the mails be sent by them, if they continued at a very inferior rate.

4566. That is, if you found that by going by a boat in the middle of the month you could arrive four or five days earlier than by a boat at the beginning of the month you would take the quicker boat?—Certainly.

4567. And then, in point of speed, the public would gain at once?—They would.

4568. Assuming that in the course of two years the present company had renewed their establishment, and were able to keep up with the new company, and were on a par, do not you suppose that the inducement which had caused that revolution in their affairs would also stimulate both companies with regard to speed?—No; I do not think it would.

4569. Do not you suppose it would be rumoured or asserted in the City by the friends of the persent company that their ship arrived a day sooner than that of the new company, or *vicé versa*, that the new company would say that they arrived a day sooner than the old company; and do not you think that passengers, judging from the actual facts presented in the newspapers,

newspapers, would choose that company which made the passage the quickest?—Certainly; people will always choose the passage which is quickest.

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4570. Then the fact of those two companies running, not a race, which might be dangerous, on the same day, but running one at the beginning of the month, and one at the middle of the month, would stimulate each other, so far as speed goes, I say nothing of price, so that the public would get all those modern improvements in their favour in their passage to India?—No; I do not think so, even if they started with vessels of equal power. Suppose the new company came into existence, and started with vessels of the highest power now contemplated, 972 horse-power, and the Peninsular and Oriental Company, to meet that company, started vessels of 972 horse-power too; now those are rather expensive affairs, vessels of 972 horse-power; when the two companies had set to work with vessels of that description, they would not be inclined either of them to renew them, and I have endeavoured to explain that we cannot make any very great difference in the speed of the vessels when we have once got them.

4571. But those two companies would both have their boats wearing out and becoming disabled, and occasionally might have a good offer from some foreign government to sell them, and they might require to build new boats; would not the necessity of giving the public the quickest passage, whenever they built a new boat, induce them to give the public every improvement which then existed?—If the vessels wore out in one fourth of the time they usually do, it would; if not, you would be hampered with those vessels 15 or 20 years.

4572. Whenever they had to build new boats would not that be the result?—Yes, when they had to do that; but the time when they would require to build new boats materially affects the question.

4373. Take the point of accommodation to passengers; suppose the new company were to give better accommodation by putting only two people to sleep in the same cabin, for example, and other points to which I need not refer in detail, the old company, according to your argument, would be induced to do the same?—Up to a certain point, but not to ruin each other.

4574. Supposing any two men were discussing going to India, and what the expense would be; suppose a fortnight sooner or later was of no consequence; in discussing by which company they should go, they would take into consideration the

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the speed, and all those points of comfort which you have spoken of?—Yes.

4575. Then that company which had the best reputation for giving the greatest amount of comfort with the greatest speed, supposing the prices were equal, would have the choice?—Certainly, and very reasonably.

4576. Now, as to the question of price, is it not with regard to the question of price that you are afraid that the companies would come to an understanding by which the public would not benefit more by having two companies than one; is not that your view?—I think they would find that the expense of carrying on the communication amounted to a certain sum, and that the returns must be regulated between them so as to meet that; I do not think they would ruin each other by going at prices below what would be necessary to remunerate them.

4577. Then is it your opinion that the public would not gain in the price of their conveyance to India by the establishment of another company?—Up to a certain point they would; beyond that, not.

4578. What has prevented the present company from doubling their fares?—I do not know, I am sure.

4579. What do you suppose; you have given us some theories of your own; what is your opinion on that point?—Why, I think, and the public think, it would be very unreasonable to do so, for they are very high now.

4580. You would suppose they would expect to have fewer passengers; that they would drive more people round the Cape?—I think they would.

4581. If there were two companies established, would you think it possible for them to live if there were only the same number of passengers between England and India by the Red Sea than there now is?—No.

4582. It would require a large increase of passengers to enable them to pay as well as the present company pays, or to pay at all; is that your opinion?—I think it would with two companies; certainly there must not be a decrease.

4583. Then if the two companies were consulting their interests, having their boats running, having their contracts, and requiring to make their profits by the conveyance of passengers chiefly, do you suppose that they would be inclined to offer additional inducements to the public to travel by their route?—I do not understand the question.

4584. If there were two companies now running between England and India finding it necessary that they should have more

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more passengers between them than the one company now carries, do not you suppose that they would offer greater inducements for the public to go by that route?—Yes, always bearing in mind that they did not incur a greater expense than the return for the passage would afford remuneration for.

4585. Of course they would endeavour to make their vessels pay, like everybody else?—Yes, as everybody else does.

4586. Does not it appear to you extremely probable that the establishment of another company might lead to a reduction of the fares between England and India?—Inasmuch as I consider the Peninsular and Oriental Company's charges are now higher than they should be, a new company would, I think, if they studied their interest, start with lower prices.

4587. Would the result of that be, that the present company would reduce their prices to the same amount?—I cannot answer for them, but I should imagine they would.

4588. If you were one of the company, you would recommend it—Certainly; but I should not recommend them to go on reducing their prices in order to kill the other company, below the rate which would remunerate them, unless sure they had capital to stand the run.

4589. Do not you think that both companies would keep their price down to that point which would give them a reasonable remuneration, and still afford such an accommodation to the public as would increase the amount of passengers on the whole?—As I said before, we generally find that where there is a community of interest between two men, or two bodies of men, they lay their heads together to get as much as they can, and not to give as much they can.

4590. But even admitting all that, knowing that public opinion, and public necessity, and the wants of travellers, all have a counteracting influence upon them, do not you think, if there were two companies running upon that line at different times in the month, that the public would get some advantage in price?—The public would get some advantage at the first, I admit; but I do not see that those companies would be an exception to all other companies which start in professed competition.

4591. Then you are afraid that these two companies would coalesce?—I take it for granted that they would.

4592. Suppose the Committee recommended, and the Government adopted the principle of competition to India; admitting

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admitting that, notwithstanding that competition, prices might be retained at a very high rate, do not you think the fear of further competition when their contracts expired, would have a salutary effect upon the companies?—They cannot commence *de novo* without great outlay; it must be borne in mind that competition in Indian steam communication is not a thing which is to be drawn forth by holding your finger up; it is too expensive a matter, or things would not have been as they are; there is great ignorance generally on the subject; the idea is exaggerated by persons who do not understand the expense, and the public generally imagine that it is still greater than it is, and that deters capitalists from coming forward readily; it requires a great deal to be said to induce your London capitalists to come down with 700,000*l.* to establish steam communication when you want it.

4593. Have you been to Suez lately?—Not since 1848.

4594. Were you frequently over there previously to that time?—Yes.

4595. Has there been much improvement in the transit of passengers over the Isthmus?—Yes.

4596. What kind of improvements; since the Peninsular and Oriental Company have been running their boats, in carrying the mails, has there been much improvement in the roads?—Yes, by the Egyptian Government.

4597. Have the Peninsular and Oriental Company expended money in the improvement of the roads?—I do not know that.

4598. To whom do the omnibuses belong which run across?—The omnibuses belong, I believe, now to the Pasha; they were started originally by the Bombay Steam Company; they built the first houses in the desert, and set up the first vans, which they built for that purpose.

4599. Mr. *Willcox.*] You say that you consider the fares by the Peninsular and Oriental Company's vessels are very high now?—I do.

4600. Have you ever gone into any calculation to prove that?—I have.

4601. You are aware probably that the passage money is 127*l.*, from which is deducted 12*l.* paid to the Government of Egypt for the transit expenses?—Yes.

4602. Which reduces the amount to 115*l.*; have you ever made a mileage calculation?—I have.

4603. What do you bring it out to, in comparison with the American and Cunard line to New York?—I have not made that calculation; I have confined my attention to the communication

munication between England and India, and with reference to what they receive for freight and passage, and from the Government; I consider their charges are high, not with reference to what is taken upon the American line; I have not taken that into calculation. Captain J. H. Wilson. 19 June 1851.

4604. Do you know what are their expences?—I have calculated them, and I am prepared to lay them before the Committee.

4605. Then, as a matter of course, you have guessed them?—Not at all, of course; a man does not merely guess the value of a horse who understands the subject; when he looks at it he makes a shrewd guess, you may call it a guess, but he can come very near the value of it.

4606. Mr. *Corry*.] I collect from your evidence that you are of opinion that the speed at which it would be desirable to maintain the communication between England and India can only be obtained by having vessels of a greater size and power than those at present on the line; is it your opinion that that desirable speed could be obtained by vessels of 1,500 tons, and 500 horse-power from Plymouth to Alexandria, and vessels of 2,100 tons and 600 horse-power from Suez to Calcutta?—The vessels on one side would make a lower average than the other.

4607. I am not comparing one side with the other, but for the whole communication between England and India, do you think that vessels of 1,500 tons and 500 horse-power to Alexandria, and of 2,100 tons and 600 horse-power from Suez to Calcutta would, taking the whole communication between England and Calcutta, give the speed you would think desirable?—I do not see any reason why you should have a lower capability on one side than the other.

4608. Do you think that vessels of 1,500 tons and 500 horse-power, are vessels of a sufficient size and power for the communication between Plymouth and Alexandria?—I advocate the highest power which is available.

4609. But there must be some limit; you might put any amount; what do you think a desirable power for that purpose?—At this time we know that there are vessels of 814 horse-power running on the Atlantic, and we know that Mr. Napier (or at least I believe it to be the case, the Committee can easily ascertain it by putting the question to him) is building engines of 103 inches diameter of cylinder and 10 feet stroke, and if that is the case the vessel will be 972 nominal horse power.

4610. Is it your opinion that if the Government were about

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to make a new contract for the Indian mails, that contract should require the vessels to be of the size and power which you have just specified?—Decidedly; I think the Indian community ought not to be placed under the disadvantages of having an inferior rate of speed.

4611. Is there anything in the character of the voyage from Liverpool to New York which you think would make it more desirable to have powerful vessels on that line than on the Indian line as regards wind and sea?—The work in the Atlantic sometimes is harder than it is between Calcutta and Suez, but by those vessels you would get rid, in going from Bombay, of the roundabout way of going to Aden; you would go direct from Bombay across, dead against the Monsoon; you would gain four or five days by that.

4612. *Chairman.*] You have not, I think, quite answered the question which I put to you in the former part of the inquiry, and which I wish to be made clear. You stated certain improvements which you think ought to be effected in this communication; but you stated, at the same time, that you did not consider that by direct competition those improvements would be effected; will you state to the Committee what your idea is as to the best mode in which those improvements could be secured to the public?—I commenced by saying that I thought the East India Company, if disposed to undertake the office, might perform a valuable service to the public and to the State, by establishing a communication with new vessels between Bombay and Suez, those vessels to be built and fitted out expressly for the packet service, and for affording such accommodation as might be required for the commercial public; that they should be in every way arranged as vessels should be for such purposes, and not as they are now rigged, with taunt masts like war steamers, intended to act as auxiliaries to a fleet, and in various ways not suited to the purpose. I went on to say that the Honourable East India Company might carry on that communication in a manner meeting all the requirements, and, at the same time, uninfluenced by the motives which other companies would have as to the returns.

4613. Lord *Naas.*] Would you confine it to the Suez and Bombay line?—Yes; I thought that being uninfluenced as they would be by the various motives, as I said before, that an ordinary contracting company would have, they might so carry it on that it would be at once a test of efficiency, and also afford, not an exact, but a very good criterion as to the expense of the communication, about which there is so much

ignorance

ignorance existing; and in that way they would render an important service to the public, because you would be no longer in ignorance as you are now. You do not know the cost of anything; you might ascertain at once how much was the cost of the coal; you would not be mystified about actual horse-power and nominal horse-power, and all that, but you might know at once how much coal a vessel of a certain power started with, and how much coal she had left when she arrived at the end of her voyage, and if you deducted the one from the other, you would see practically and really how much she had used, and thence you might deduce at once the real cost of the coal which was used. Further than that, you would also know the quantity per horse-power per hour; you would know, indeed, all that it was necessary to know.

4614. *Chairman.*] That would be the test when once you had established the improvement; but how would you obtain the improvements at first?—Why, if you turn to the subject of the first commencement of steam communication, you begin with the little "Hugh Lindsay," then you have the "Atalanta" and the "Berenice;" then you have vessels of 300 horse-power and about 800 or 900 tons. The Peninsular and Oriental Company then started with their vessels of 1,400 tons and 450 and 500-odd horse-power, so that you see that we have gone on progressively, affording a practical proof that the one thing you want is to go on with the advancing improvements of the day; and therefore in starting a new company, or the communication which I suggest by the East India Company, I should not recommend their commencing with anything below what is known at the time.

4615. Do you think that the speed ought to be fixed to the tenders?—I certainly think there is great room for improvement in the manner of inviting tenders and concluding contracts; there is at present an extremely vague form of tender. I merely judge from what I see on the Parliamentary Inquiry of 1849, and the correspondence which has taken place, published by the Honourable East India Company.

4616. Do you think that if the India Company was established as a test, that Company would have the same inducement to continue the improvements which may daily be making in the knowledge of steam which a company being a competing company would have?—Not the same, but decidedly they would have inducement, inasmuch as I cannot doubt that whatever engagements they made they would fulfil.

4617. Mr. *Divett.*] You state that you do not think people would be disposed to build those powerful boats again; is not

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that rather inconsistent with the constant state of improvement which you have yourself observed going on with steam navigation?—I think not.

4618. You think, having got to that point, it would not go on?—I endeavoured to guard myself in the answer I gave; I said that when once you had built vessels of 972 horse-power, you would be in no hurry to substitute others for them until they were worn out; it would be too expensive.

4619. I understood you to state that you did not consider any benefit could arise in the eastern seas from the principle of competition?—From the principle of competition as it is generally understood.

4620. But you do think it is necessary to have some sort of substitution for it by the action of Government?—Yes; but it cannot be considered in the light of ordinary competition.

4621. In what respect is it different from ordinary competition?—I explained that the East India Company would be actuated by none of the motives which must be in force in the case of a private company.

4622. I have understood you to say that they would not be influenced by any motives of gain?—Yes.

4623. Do you not consider that not being influenced by motives of gain they would be likely to carry on that duty at a very heavy expense?—No; if they undertook it with certain objects, I believe they would, as far as in them lay, endeavour to fulfil those objects, because they would not feel the expense, and if they found out some new invention coming forth they would adopt it.

4624. How do you mean that they would not feel the expense?—As a Government they would not feel the expense as private individuals do.

4625. Do you mean to say that it is of no consequence what expense the Government incurs?—We always use terms relatively; I do not assume that they would squander their money like school-boys.

4626. But in endeavouring to arrive at the excellence which you think necessary, do you think the Government would do it at a greater expense than private individuals?—I do not think they would.

4627. Do you think it would be right in other matters to carry out that principle, to make the Government a sort of model for private individuals to do their work by?—This communication with India is a thing by itself altogether, and in such cases we must adapt the arrangement or the remedy to the peculiar difficulty. We find it a peculiar case of difficulty;

culty; I know there is a general dissatisfaction with the state of the communication. In saying that, I desire to be distinctly understood as not imputing anything to the Peninsular and Oriental Company; they have carried on the communication very well with their vessels; the only objection I should make, is that the number of passengers in the vessels is too great for the accommodation afforded. I saw that they were too much crowded; the reason was obvious; the only objection to the Peninsular and Oriental Company is, that they are not up to the requirements of the day.

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4628. Then you consider it is a peculiar case, calling for the interference of the Government in the matter?—I do.

4629. You would not apply the same principle of interference by the Government to the communication between this country and America, or between this country and Brazil? There is no analogy between the Indian communication and any communication on the western side; it is a case by itself.

4630. What induces you to believe that there is a peculiarity in that case so different from all others?—You have fact before you that the whole communication is a monopoly, and the further extension of that monopoly is apprehended; as a remedy, some recommend competition; I do not agree with them in their view; I recommend a substitute for ordinary competition.

4631. You recommend that instead of private competition there should be a competition on the part of the Government?—I do not use the word competition; they would be in a different position. I make a distinction; it is not competition in the ordinary sense.

4632. Would it not be a more dangerous competition for a private company to encounter if the Government were to carry on that competition, doing it regardless of expense?—It would be not a competition, but a public duty which the East India Company might undertake for public considerations, which is a very different thing from the ordinary competition between companies.

4633. If the East India Company were to carry out that competition without any regard to expense, it could not be otherwise than ruinous to a private company?—We must put a limit to the term; we must suppose that the East India Company would do this with a view of securing the most efficient means of communication known at the day, and for their own sakes they would do it economically; they would not squander their money unnecessarily; for their own sakes they would do it as economically as they could.

 4634. I think

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4634. I think you stated that you had an objection generally to the principle of competition, and you have instanced as one objection to competition the way in which the omnibus business is conducted in London. Are you aware of the fact that some years ago all the omnibuses charged a shilling, and that now they charge fourpence?—I am, but they do not charge fourpence for the distance which they charged a shilling for formerly.

4635. To what do you attribute the reduction from 1*s.* to 4*d.*?—To many things; not simply to competition decidedly.

4636. Lord *Naas.*] Are the Committee to understand that you propose that the conduct of the Bombay and Suez line should be left in the hands of the East India Company?—Not left in their hands as it is now.

4637. But that they should have the conduct of that line?—I do recommend that.

4638. What would you do with the other Indian lines?—The other Indian lines might, under a totally new arrangement, remain with one or two companies. I do not mean the line between India and Suez, that would not pay two companies; but you might have other companies at work in India, that is to say from Bombay round to China and so on.

4639. How would you perform the service between England and India?—By one company.

4640. In point of fact, you would make no alteration in the present company between England and India, except upon that part of the line from Bombay to Suez?—I would make this alteration: I would have the whole thing carried on under new regulations; I would have a revision of the system of inviting tenders, and a total change in the manner of concluding the contracts, by which I would stipulate for greater power and speed, second to none known, that is in starting. I would stipulate for returns prescribed and framed by the Government, which should annually be made by the company in the form prescribed; and I would stipulate for an advance in the efficiency of the communication whenever such might be rendered necessary, by an advance elsewhere, under an equitable arrangement.

4641. Do you think the contract ought to regulate the price of fares?—No, I do not think the contract ought to regulate the price of fares.

4642. The amount of fares should be left as it is?—Yes, because I have an idea upon that subject. I have not stated my view of the matter so succinctly and consecutively as I wished, because of the questions put to me from time to time, and

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and therefore it appears disjointed; but perhaps I may be permitted now to explain that I think from the evidence I have lately heard here, a very great change will come over the whole of the carrying trade, not of England only, but of the world, in consequence of the screw. I believe that round the Cape that screw company will make its way; and if they establish a line of communication with efficient steamers from England to Madras and Calcutta, it will sensibly affect the returns for passengers to vessels running between Calcutta and Suez.

4643. You think that the competition which will be likely to be established by that line will be sufficient to affect the conduct of and to keep the overland communication in order? —I think it will sensibly affect the returns; and I think, further, that it will prevent there being sufficient to meet the expenses of two companies; for the management of steam communication, as I have said, between England and India, is a very expensive thing; and if you have two companies running between Calcutta and England you must have two managements, and the expenses being so far increased, while the returns would be sensibly reduced, there would not be sufficient for two companies running on those lines.

4644. *Chairman.*] Are you not aware that a large number of passengers go round the Cape at present?—A large number of passengers do go round the Cape, and it has always been a matter of surprise to me.

4645. Do not you think if passengers go round the Cape now, that has the effect of acting as a competing line to the Peninsular and Oriental Company?—No, not to the same extent as the screw would. I think the screw will affect the carrying trade altogether before many years.

4646. Lord *Naas.*] You recommend that an effort should be made to induce the East India Company to conduct the Bombay and Suez line in a superior manner to that in which it is now conducted; but the only alteration you would make in the present arrangement between this country and India is, that more strict regulations should be enforced upon new contracts with the companies who perform that service?—Yes, that is my opinion.

4647. Mr. *Divett.*] Have you turned your attention much to the performances of screw steamers?—No, I have not till lately, and my views are influenced a great deal by what I heard here. I have looked at screw steamers; I have been to Liverpool and looked at them. If anybody had asked me if a

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screw would do some years ago, I should have said there is an engineering difficulty I think you will hardly get over, and that is the air pump.

4648. Mr. *Crawford.*] How would you propose to officer and conduct this better line of communication of yours between Suez and Bombay?—By the officers of the Indian navy.

4649. Are you not aware that the officers of the Indian navy have universally complained against being employed in a service which they consider derogatory to their position as commissioned officers?—No, they have not universally complained of it.

4650. But speaking generally of them?—They have not generally complained of it.

4651. Do you think that those who have complained do not form the majority of those who have served in the packets of the steam Indian navy?—No, I do not think they do; I think they form the minority.

4652. Are you not aware that they addressed a memorial to the Court of Directors upon the subject?—Yes, quite; I have reason to remember that.

4653. Would not that memorial to the Court of Directors be considered evidence of the feeling of a great portion, at all events, of the officers?—It is very well to lay hold of a fact without knowing all the circumstances attending that fact. I have reason to remember that memorial, for the manner in which the Court dealt with it rendered necessary my retirement from the service, and placed me in a different position than that in which I otherwise should have been.

4654. What was the date of the memorial?—The date of the memorial must have been in 1836 or 1837; one or the other.

4655. *Chairman.*] Is there anything which you wish to state with reference to that memorial?—What I have to say in reference to the memorial is, that it took place at the time I had command of one of the steamers in the service; my feelings were never hurt or annoyed in that service, and no passengers ever made any complaint of uncourteous conduct or anything of the kind; so far from that the greatest satisfaction was always expressed by them; they never complained of me or my officers for want of gentlemanly bearing towards them; quite the contrary. When the "Atalanta" and "Berenice" came out, the object of their being built was to meet what had been stated by parties before a Parliamentary Committee, who fancied they understood all about it; they said that vessels

vessels of about 500 tons and engines of 140-horse power were sufficient to go direct from Bombay against the monsoon. By that Parliamentary Committee it was decided that the East India Company should make the experiment. They built the "Atalanta" and "Berenice," and sent them out to Bombay; and it so happened that they arrived about the time of the setting in of the monsoon, and experience has shown that they were totally incapable of going against the monsoon, and the expense was thrown upon the East India Company.

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4656. What year was that in?—In 1837; people here said 500 tons and 140 horse-power, would be sufficient to do it. I scouted the idea; however, the East India Company, for the benefit of the public, made this experiment, and they built, not vessels of 500 tons and 140 horse-power, but two vessels of about 610 and 640, or 650 tons, with engines of 220 and 230 horse-power; the opinion was, that vessels of a much smaller class could do it; but they made the experiment with vessels of a much larger class than had been suggested. Now the first time the "Atalanta" went out to make the experiment, there was a very heavy monsoon, she was sent to try the passage, not direct to the Red Sea, but to the Persian Gulf, which was much easier than to the Red Sea, but from the weather she encountered, she got so knocked about that the officers were fairly washed out of their cabins, and they did not like it at all, and consequently all those that had been on that duty were greatly disgusted with it; they did not like it, and very reasonably too. But these were vessels unequal to the work, and therefore they disliked it; it was a very different thing from being in their comfortable ships, and with their snug cabins. The arrangements, perhaps, were not what they might have been; they were subjected to a great deal of discomfort, and that created such a feeling among them, that the officers memorialized the Court, saying, that they had entered the service of the Indian navy, and had expected to have nothing but the ordinary duties of war vessels to perform; and of course, when once it became known, it spread the feeling of discontent, because they thought they were always going to be subjected to duties involving similar discomfort. They memorialized the Court, and the Court met the memorialists in the most liberal manner; in a manner which surprised many. The Court said in effect; it is very true that you did not enter to perform this service, we will give you the option of retiring from the service to the extent of one-third of the officers; each lieutenant having served 15 years having the pension

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pension of a commander, each commander the pension of a captain, and the commissioned captains retiring with the prospect of coming to a superior pension. Under those circumstances it was that a great number of the officers did retire, but since then it is very different. They have now fine vessels of 1,500 tons; they have accommodation now far superior to what they had in their sailing vessels, and the feeling certainly is different; you may have a few men, perhaps, who have a wrong notion of their own dignity, but there has been no disinclination on the part of those officers to take command of those vessels, inasmuch as they reap a benefit from it.

4657. How do they reap a benefit from it?—By getting better allowances and other advantages.

4658. Mr. *Crawford.*] Do you consider that the duties which ordinarily devolve upon the officers of merchant steamships employed in carrying passengers, are such as should be performed by officers of an established service like the Indian navy, composed of men who have received a highly scientific education, and who rank with the officers of the royal navy; do you consider that such duties as attending upon passengers, and looking after their packages, and so on, should devolve upon officers of that kind?—As to the duties, I do not know that there is anything objectionable in them. The officers of the Peninsular and Oriental steam-ships that I have seen are gentlemen; the commanders are, and the first and second officers; and yet I saw no reason why they should not perform the duties required in that service.

4659. And you see no reason why commissioned officers should not perform those duties of attending upon the passengers?—I see no reason; and there is the fact staring us in the face, that at this day Her Majesty's officers are performing that duty in the Mediterranean.

4660. The duty of getting the passengers' baggage, and of attending to the condition of the passengers, is one which you would expect officers of the navy to perform?—I have not seen the officers of the Peninsular and Oriental vessels doing anything I consider derogatory, and there is a captain of the Indian navy in command of one of their vessels now.

4661. The position of a captain on board a ship is very different from that of the officers?—I have seen nothing in the duties of those officers which any man need feel ashamed of; and I am quite certain that the matter might be so arranged in the system I have proposed, that there should be nothing

nothing that should at all grate upon the feelings of any right-minded man.

4662. Mr. *Willcox.*] In fact, I believe the purser has the office of paying attention to the passengers?—Yes, the purser alone.

4663. *Chairman.*] Have you any other suggestion which you wish to make to the Committee?—I should like to be examined upon the calculations I have made.

4664. Have you got those calculations to which you allude?—I have made calculations of the expense; I have gone with great care into what I supposed would be the expense of carrying out the communication with vesels of 814 horse-power. I was perfectly aware that I should have it imputed to me that I was guessing, unless I could produce the calculations; and I am perfectly ready to do so, to show how far I am right or wrong.

4665. It is to those calculations which you wish particularly to speak again?—Yes, because I have been asked how I came to draw such conclusions; they have been treated as mere guesses. I have not make any guesses: I have gone into many calculations; my idea was that if I gave those calculations, at the same time accompanying them with a running explanation, they would be better understood by the Committee.

4666. Mr. *Plowden.*] With regard to the duties of the officers, I understood you to say the duties of the officers of these ships are simply confined to the management of the vessel, and not having anything to do with getting cargo out of the hold?—No; of course the commander has the general superintendence; and under the first and second officers inferior officers would go down to stow the cargo.

4667. If any trunk was wanted from the hold, the officer would naturally be applied to, but the purser would be the party to see it done?—To give orders for its being got up.

4668. Sir *J. Hogg.*] The old ships of the East India Company, in the time of the Charter, carried passengers?—Undoubtedly; and cargo too.

4669. I believe the old ships, in the time of the Charter, were generally officered by men who by birth and by education were of the first in the land?—Undoubtedly they were so.

Martis, 24° *die Junii*, 1851.

MEMBERS PRESENT.

Viscount Jocelyn.	Mr. Henry Berkeley.
Mr. Willcox.	Mr. Henry Currie.
Mr. Wigram Crawford.	Mr. Corry.
Admiral Bowles.	Mr. Cowper.
Sir James Hogg.	Mr. Mangles.
Mr. Scott.	Lord Naas.
Mr. Chancellor of the Exchequer.	Mr. Wilson.
Mr. Plowden.	Mr. Stanley.
Mr. Divett.	

VISCOUNT JOCELYN IN THE CHAIR.

Captain *John Henry Wilson*, called in; and further Examined.

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4670. *Chairman.*] YOU stated when the Committee closed the last day that there were some further papers which you wished to give in to the Committee, and some statements you wished to make upon those papers; will you be so good as to put them in?—I stated that the Peninsular and Oriental Company had received a large sum, more than I imagined they ought to have received, for the size of the vessels carrying on the communication; and I wished to place before the Committee the grounds and the calculations upon which I made that statement. I do not attempt to calculate the actual expense to the Peninsular and Oriental Company of the vessels with which they carry out the communications, but I have calculated the expense there would be in performing the same service with vessels of 814-horse power, and of 972-horse power, and I have assumed certain returns of passengers, &c,; and from that I drew the inference that if certain profits would accrue from that, the profits must have been much greater in smaller vessels.

4671. Why have you taken that class of vessels as the basis of the calculation?—I have taken the class of vessels of 814-horse power, because we have them running over the Atlantic, and of 972, because such vessels are building, and the engines are building for them, and therefore in all probability we shall have vessels of 972-horse power running soon.

4672. Is

4672. Is that a class of vessels which is calculated to maintain the rate of speed which, in your opinion, ought to be maintained on that line?—I advocate steamers of the highest speed that is capable of being employed on the Indian line, whether the work be harder on the Atlantic or not; if a greater rate of speed can be obtained, I think the Indian public should have the benefit of it. In this paper I hold in my hand, I have entered minutely into the subject; I have in the first instance, calculated the expense of vessels of 814-horse power, simply because they are running; and had I not done so, I might have been met by a statement that my case was a hypothetical one; that no such vessels were running. I have put down the general dimensions of the vessel which I should give if I were in a position to give an order to a shipbuilder, not requiring him to adhere to these dimensions exactly, but that he might modify them as the case required to ensure the necessary displacement, and so on. The dimensions of the vessel which I have given are these: her tonnage would be about 2,200 tons, her engines of 814 nominal horse power; for those vessels I have assumed a consumption of 10lbs. the horse power, not because it appears from all my experience that that quantity of coal is really used, even in India, with engines of that large size, because it is well known that as you increase the size and power of the engines you do not increase in the same proportion the consumption of coal; there is a proportional decrease, although an actual increase. This was long ago known; even your cook will tell you that; if you tell her that you require to boil two kettles instead of one, she know that it does not require twice as much coal, but that it is only necessary to make up the fire a little. I have taken some pains upon the subject from my long knowledge of the seas, and of the weather they would have at different seasons to meet and to overcome in those vessels; and I must particularly call the attention of the Committee to this, that I propose with those vessels to go direct from Bombay to Aden dead against the monsoon without any running roundabout, which will save four or five days in the passage; in fact, a vessel of 814-horse power would not consume more coal in making the passage direct than one of those vessels which has to run down to the southward a great way, and go half as far again. The result of these calculations is, that a vessel would go from Bombay to Suez in the south-west monsoon at an average rate of $9\frac{31}{100}$ knots. From Calcutta to Suez in the south-west monsoon, a vessel of 814-horse power would make it at an average of $10\frac{67}{100}$ knots.

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knots. From Suez back again to Calcutta she would make an average of $11\frac{45}{100}$ knots. In performing the voyage she would consume, at 10 lbs. per horse power, 3,104 tons of coal. In the north-east monsoon the average from Calcutta to Suez would be $11\frac{53}{100}$ knots. From Suez to Calcutta it would be $11\frac{24}{100}$ knots. I have taken into consideration the monsoons going and coming, and given an average of the whole season, not for each month. The expenditure of coal, in that season, would be 3,122 tons of coal for the voyage. The aggregate expenditure of 12 double voyages between Calcutta and Suez would be 37,392 tons of coal, which at 2 *l.* per ton would be 74,784 *l.* Now with respect to the price of coal, I have taken the price of coal to Aden, to Galle, and to Calcutta, at 2 *l.* a ton. Suez I have not taken into that calculation, because I contemplate doing without Suez. However, even if you use Suez, that would only make a difference of a few thousand pounds a year, because you would require to take but a small quantity in a year to carry you down to Aden. Then at Alexandria I allow 1 *l.* a ton. Now I know that in the year 1850-51 the East India Company have laid down a large quantity of coal at Alexandria at 1 *l.* 0 *s.* 5 *d.* per ton, and at 17 *s.* 9 *d.* per ton. I do not add the expense of the depôt there.

4673. Mr. *Willcox.*] Do you include the landing and re-shipping?—No, the landing and re-shipping I allow for afterwards. At Aden the East India Company have laid in coal at 1 *l.* 18 *s.* 3 *d.*, 1 *l.* 18 *s.* 1 *d.*, and 1 *l.* 17 *s.* 10 *d.*, all giving a range below 2 *l.* Now as the East India Company are supposed to do things so very extravagantly, if they have laid in coal at that price, we may conclude that the Peninsular and Oriental Company have not paid more for it. I must explain, that when I made these calculations, it was on the Eastern Steam Company coming before the world, and I was induced to make these calculations in order to have an idea what prospects they would have, and to arrive at an approximation of the real cost of carrying on a communication as I thought it ought to be carried on; and therefore I have calculated from Plymouth, instead of from Southampton; that will make no very great difference compared to the aggregate cost. In this calculation I arrive at the conclusion, that at 10 pounds per horse power (which allows a wide margin, for such large engines do not use 10 pounds per horse-power under any circumstances) for the double voyage 1,948 tons would be used, which for 12 double voyages, would be 23,376 tons. Then taking the distance from Plymouth,

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Plymouth, which would be 70,440 miles, that gives 6 *s.* $7\frac{65}{100}$ *d.* per mile. Then I allow 1 *s.* 6 *d.* per ton for landing in the depôt, and re-shipping on board the steamer, and that is a very ample allowance; labour is very cheap in those countries; so that the total cost of coal between Plymouth and Alexandria, and between Calcutta and Suez, would be 101,841 *l.* for performing 12 voyages, one voyage monthly throughout, between Calcutta and Suez. Now as to the cost of working and managing the line, of course there may be different opinions on that matter, but I calculated what I supposed would be the cost of managing it, not as I should manage it myself, but as I supposed it most likely that any London Company would manage it. I allow 20,428 *l.* annually for home and foreign management.

4674. *Chairman.*] What do you include in management? —I include what I suppose might be the expense of a London Office and superintendence at Plymouth, and the different agencies at the different ports. I allow a sum of 20,428 *l.* for the management; I thought that a very liberal allowance. I did not, of course, allow on the gross profits 2½ per cent. to any parties managing the affairs, nor did I allow 5 per cent. profit; but I allowed what I thought a fair equivalent for the managing directors. The total cost of coal we have 101,841 *l.*; oil, tallow, &c., 5,000 *l.*; general ship and engine stores for five steamers, three in India, making four voyages each in the year, running 31,920 miles each, and two in Europe, making six voyages each, running 35,220 miles each, 13,200 *l.* Now I come to an item on which I know I shall meet with great difference of opinion, because it is one of those things on which so much misapprehension exists, and such exaggerated notions; and that is wear and tear. By "wear and tear," I mean those repairs which are necessary from time to time, by which the ship and engines are kept working on till she is no longer fit to repair; keeping that apart, of course, from depreciation, the sum necessary to replace the ship. It is not surprising that such extraordinary notions have prevailed about wear and tear, because, in the first place, in the early introduction of steam, ocean voyages were performed by vessels which now experience has proved were totally unfit for the purpose; consequently you had vessels making ocean voyages of about 600 tons, and about 200-horse power. Those vessels were totally unfit for the work, and consequently they laboured and tore themselves to pieces; the wear and tear in those vessels was very great, no doubt. But from the wear and tear which those vessels underwent,

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underwent, an exaggerated estimate has been formed generally, and acted upon continually, of wear and tear, and it has been the interest of ocean steam companies to keep up that notion. But the fact is, that as you approach efficiency with steam vessels (in other words, the larger the vessel, and the greater her power, and the better her model) the less will be the wear and tear of that vessel; while a vessel of 600 tons is bobbing at the sea, and knocking herself to pieces, a vessel of 814-horse power would be slipping along as easily as possible, with comparatively no wear and tear at all. In addition to this cause for such an extraordinary notion of wear and tear, there is another, which I will illustrate by a case which I take from the evidence before the Committee of 1849. I find that the "Urgent" was bought, supposed to be complete for sea, for 26,000*l.*; but before she went to sea, or rather in the following year, to make her complete, she cost 4,278*l.* Now that is put down as wear and tear, and in 11 years the cost for repairs of the hull 12,385*l.*, for machinery 17,572*l.*, masts 214*l.*, rigging, sails, and stores 6,920*l.*, making altogether 37,091*l.*; which added to her original cost, in 11 years, made 63,091*l.* There you have cent. per cent. and over, for wear and tear. It is no wonder that people have such notions of wear and tear; I might go on quoting. There is the "Medusa" and other cases, but they are all less than the "Urgent." The "Medusa" cost 33,822*l.*, and her total repairs in nine years were 22,368*l.* The "Merlin" cost 34,285*l.*, and in nine years her repairs amounted to 25,912*l.*, and so on. It is not surprising that such extraordinary notions should prevail as to wear and tear; but it is quite a different thing starting with vessels of 814-horse power, or 972-horse power, to do work that is comparatively easy to them; and with those vessels, for the first four or five years, their repairs would be nominal. I have therefore allowed in starting 4½ per cent. for wear and tear, and that is a liberal allowance. It might easily be arranged that the company performing this service should make returns of the actual expenses for wear and tear, so that the Government would be able to ascertain, something near the mark, what really was the cost of the wear and tear. If you allow them credit for 8 or 10 per cent. for the wear and tear, it is nothing more or less than just giving them 4 or 5 per cent. for dividend, for they do not expend it, and the money is accumulated; therefore I allow 4½ per cent. for repairs or wear and tear on the value of five steamers; and taking the five steamers to be worth 100,000*l.* a piece, that is 22,500*l.* Then the pay and provisions

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provisions for commanders, officers, engineers, crew, and servants of five steamers, of 814 nominal horse power, for 12 months, at 800*l.* per month each steamer, is 48,000*l.*; pilotage, dock, port, and miscellaneous charges for five steamers, 3,500*l.*; home and foreign management and depôts, superintendents and agencies, 20,428*l.* 4*s.* The total cost of working the line throughout from Plymouth to Calcutta, for one voyage monthly, is 214,469*l.* 4*s.*, which, for 12 double voyages of 187,800 miles, is equal to 1*l.* 2*s.* 10 $\frac{8}{100}$*d.* per mile; and taking the Peninsular and Oriental Company's distance to Southampton, viz. 188,952 miles, that sum would come to 1*l.* 2*s.* 8 $\frac{41}{100}$*d.* per mile. Now I come to the summary; I have stated in detail the items of what I suppose would be the cost; now we arrive at the letter X, the unknown quantity. Having shown the cost of working, I shall proceed to state what further I allow. To that is to be added insurance on the value of five steamers, say 500,000*l.* at 5 per cent., 25,000*l.*; depreciation, or fund for renewal, 5 per cent. on 500,000*l.*, that is 25,000*l.*; now a steamer will last certainly 15 years, probably nearer to 20 years; but, however, take 17; now, in the presence of mercantile men I need not ask what 5 per cent. on any given sum would come to in 17 years, accumulating at compound interest; this makes a total of 264,469*l.*; now, in addition to that, we will allow a dividend of 10 per cent. on 900,000*l.* paid-up capital, or 90,000*l.*, which makes 354,469*l.* Now, the Peninsular and Oriental Company receive for carrying on a monthly communication throughout the year between Calcutta and Southampton, 138,000*l.* They receive, I believe, 23,000*l.* for the communication between Southampton and Alexandria, and 115,000*l.* for the communication between Calcutta and Suez, making 138,000*l.* Now, with respect to returns, this unknown quantity. The sum I assume for passage is 174,635*l.*; that is a very moderate sum. In coming to that conclusion I have looked to the possible diminution in the number of passengers arising from the doings of the screw company; I have also assumed a lower rate of passage money than is paid at present, and yet that is the sum at which I fix it. Now, I shall be assisted here by two parties, although their interests may be opposite; one party may say, "This is too low an estimate;" I mean the Eastern Steam Company; they will say, "This is too low;" for certainly, if that is correct, it never will pay two steam companies and two managements carrying it on with vessels of 814 horse power. The other party, the Peninsular and Oriental, will say, "It is too high;" but between them

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them truth would be found. My estimated net amount for freight and parcels on these lines is 45,000 *l.*; that is very low indeed; the total of those three items is 357,635 *l.*; the total expenditure I gave before, 354,469 *l.*, leaving a balance unappropriated of 3,165 *l.* With respect to depreciation, I forgot to observe that the Peninsular and Oriental Company, in a return given in, in page 220 of the inquiry in 1849, carried to the half-year's account for depreciation the sum of 16,915 *l.*; that is, 33,830 *l.* per annum. The return sets forth a fleet of between 23 and 25 vessels, and they took a depreciation of 33,000 *l.* per annum. I have allowed for the depreciation 25,000 *l.* for five vessels of 814 horse power.

4675. Have you any means of forming any calculation as to the amount of the passenger traffic upon the line?—I have myself made the passage to Calcutta in the monsoon, leaving on the 4th of August; then the weather is so very hot in the Red Sea, that there are as few passengers going then as you see at any time. We started from Southampton with 62; I cannot state positively what the number was, but it was above 70 first-class when we got to Calcutta. I made the passage home in 1848, in the month of April; the months in which they have the most passengers, are the months of April before, and October after the monsoon; in April we had 128 first-class passengers, not to mention a considerable number of second-class passengers. I can mention another circumstance, that the Peninsular and Oriental Company's present vessels do not afford sufficient accommodation. They were obliged to divide the dinner party on board the "Haddington;" we could not have our dinner altogether; we had one dinner at two o'clock or half-past two, and one at five or half-past five; that is a proof that the vessel is not equal to the requirements. Besides those passages that I have made, I saw the "Ripon" start last October, for I had a near relative on board. She had then 130 first-class passengers starting from Southampton with, no doubt, second-class passengers too. In addition to that, I have held an appointment under Her Majesty's Government in Madras for nearly four years, and there the principal offices are on the beach close to the water's edge; there I sat when I was not engaged in my duties and saw these vessels arrive, and I observed generally what was the run of passengers, and I saw it in the newspapers. From all which I frame this estimate, which I consider a very moderate one, and which I will hand in. (*The same was delivered in.*)

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4676. Is it in the same way that you draw your conclu-

sions

sions as to the freight that is carried by those steamers?—In the same way; when I came there was as much as they could carry; they brought down from Calcutta, opium; they carried it from Calcutta to Galle, to go back to China, and at Suez it appeared to me that they had as much as they could stow. Now I hear that the Peninsular and Oriental Company have reduced their fares very lately; I do not know what rate they have now, but their charges were, for a lady from Calcutta, 136*l.*; a gentleman, 127*l.*; from that was to be deducted 12*l.* for transit across the Isthmus; that leaves 115*l.* for one, and 124*l.* for the other. Now the rate I propose to charge is a gross sum of 112*l.*, making no difference between a lady and a gentleman; take 12*l.* from that, and you have a net rate of 100*l.*

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4677. You take off that 12*l.* for the passage of the Isthmus of Suez?—Yes. Then I assume the monthly number going and coming from Calcutta, 100; that is, 50 going and 50 coming, upon the average; and that I believe to be considerably below the number. I have heard an honourable gentleman ask a witness if he was aware that at certain times there was a vessel started from Calcutta with 19 passengers, and another with 23: but that would lead to a very erroneous inference; persons who did not understand it might suppose that because a vessel started from Calcutta with 19 passengers, she came to England with only 19 passengers, but that would be quite erroneous; she would pick up a number at Madras and at Galle and at Aden. Then allowing 100 a month coming and going out, that would be yearly 1,200, and at 100*l.* each, that would be 120,000*l.* Now, with these vessels, the average time they would be on board, would be about 34 days, allowing for stoppages. A vessel of 814-horse power would land her passengers from Calcutta in 34 days, when it was not monsoon time. Now, for provisioning those people 34 days, I allow 7*s.* 6*d.* per day; that would be 15,300*l.*, which, being deducted from 120,000*l.*, gives a net sum of 104,700*l.* From Madras I go on in the same manner, reducing proportionally. (I will hand in the paper.) The net charge would be 91*l.* The number for Madras monthly going and coming, I take at 36. Then, allowing 31 days for provisioning, at 7*s.* 6*d.* a day, that would be 5,022*l.*, giving a net sum of 34,290*l.* From Ceylon the charge, I propose, would be 86*l.*; the number 10, monthly. From Aden the charge would be 50*l.* net; the number, monthly, would be 20 going and coming. That is very moderate, for they pick up a great number from Bombay. From Alexandria, the charge would be 35*l.*, and the number 20, monthly. That is not

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too much. The total net would be 165,435 *l.* Now, I beg to draw attention to the fact, that I have merely taken first-class passengers. There are always a great number of second-class passengers; and there is also another description of passengers from whom a considerable sum is realized, and that is passengers to and fro between intermediate ports, and the sums paid by them are very high; I myself paid for a connexion of mine, from Madras to Calcutta, in 1846 or 1847, 30 *l.* Now, if 30 *l.* is paid from Madras to Calcutta, take 7 *s.* 6 *d.* a day from that for four days, and there is a tolerable sum remaining. I take the intermediate passengers at 9,200 *l.*; for freight and parcels I have allowed 45,000 *l.* I believe in allowing this, I am considerably within the mark; but if I am wrong in these assumptions, what can be more easy and simple than for the Peninsular and Oriental Company to send in correct returns of every item, for they must have been them, or how could they frame their dividend and keep their accounts? and if I am wrong, they have only to hand in a true statement, and then I am on my back of course. Those calculations I will hand in. (*The same were delivered in.*) I have made similar calculations, which I can hand in if the Committee desire it, as to vessels of 972-horse power. I have also made a calculation of the cost of the communication between Bombay and Suez; I have calculated that for vessels of 814-horse power, and 972.

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4678. You base that upon the circumstance of that being the character of vessel used in the Atlantic?—Yes. Here I use the same average of coal, 10 lbs. per horse power, for the same class of vessel of 814-horse power, and the same general dimensions. Again, I would call attention to the fact that those vessels would go direct from Bombay to the Red Sea against the south-west monsoon, which would save four or five days; and although so much larger and consuming more coal they would do the voyage between Bombay and Aden with scarcely any, if any, more expense than the smaller vessels. The coal consumed in one voyage would be 2,042 tons in the south-west monsoon; the coal consumed in the north-east monsoon would be 1,908 tons. The aggregate expenditure for both seasons, allowing 1 *s.* 6 *d.* a ton for landing and re-shipping coal at Aden, would be 48,621 *l.* 8 *s.* for the year, that is 71,280 miles at a cost for coal of 13 *s.* $7\frac{31}{100}$ *d.* per mile. This Paper I will hand in. (*The same was delivered in.*) Then I have a calculation of the sum which I suppose should be paid for that. I am of opinion that such are the returns of the communication between Calcutta and Southampton or Plymouth that

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that if you pay the company merely the cost of coal you will remunerate them most handsomely. At present, taking the Peninsular and Oriental Company's distances, you pay them now for the Southampton and Alexandria communication, one monthly, for 73,008 miles, 23,000 *l.*, that is 6 *s.* 3 $\frac{61}{100}$ *d.* per mile. I believe that if you carried on the communication with vessels of 814 horse power it would not come to more for coal than 24,252 *l.*; that would be 6 *s.* 7 $\frac{72}{100}$ *d.* per mile. Between Calcutta and Suez their annual distance is 115,944 miles; you pay them for that 115,000 *l.*, that is 19 *s.* 10 $\frac{4}{100}$ *d.* per mile. I think if you gave them 77,588 *l.*, that is the cost of the coal, that would pay them very well; that would be 13 *s.* 4 $\frac{60}{100}$ *d.* per mile. So that the whole sum which should be paid, according to this calculation for carrying on a monthly communication between Calcutta and Southampton should be 101,840 *l.*; that is, 10 *s.* 9 $\frac{35}{100}$ *d.* per mile. I will hand in this calculation. (*The same was delivered in.*) Then I have next an abstract of the rate and time at which it could be done by vessels of 814 horse power. With vessels of 814 horse power you would get from Calcutta to Southampton (or Plymouth rather, for Plymouth is what I have calculated upon) in the south-west monsoon in 30 days 4 hours, and in the north-east monsoon in 28 days 18 hours. The average for both seasons would be 29 days 11 hours from Calcutta to Plymouth, and from Plymouth to Calcutta 28 days 9 hours. There would be a slight difference between the two, because in going back it is all fair, a rattling breeze carrying them on.

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4679. Mr. *Chancellor of the Exchequer.*] Does that include stoppages?—No, that does not include stoppages; that is for the steaming. The stoppages may remain the same, or they may be altered. We hear of a railway being contemplated across the Desert, and so on.

4680. *Chairman.*] Do you know what the present average is between Southampton and Calcutta?—No, I do not know exactly what it is. As to speculating on the time in which the communication may be made, we cannot tell what alterations may take place. The ground is already broken for railways in India; and we cannot say what may be accomplished by a line of electric telegraph from Bombay to Calcutta.

4681. Mr. *Willcox.*] In your former examination, in answer to question 4506, you stated, "It appears to be the object of the parties who manage the Peninsular and Oriental Company, to create an impression that they can by some miraculous process, make their vessels of from 450 or 520 horse power, approach in efficiency and capability and speed, the

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vessels running on the Atlantic." Then in support of that assertion of yours, in answer to the next question, you quote the report: you say, "It says, for a considerable time past the directors have devoted their attention to the improvement in point of speed, of such of the Company's vessels as were required to be laid up for repairs, and which were constructed prior to the discovery of recent improvements in steam navigation. Their efforts have been successful; the 'Hindostan,' 'Oriental,' and 'Pottinger,' afford satisfactory instances of greatly increased speed." Now how do you explain your statement, that the directors wanted to show that they were bringing those vessels to the efficiency, capability, and speed of the Atlantic vessels, when in the report which you have quoted, they never make the slightest allusion to it?—They make no allusion to it, but it is plain the inference is intended to be drawn.

4682. Upon the same principle, might you not say that they wanted to draw the inference, that the vessels went at the speed of the "Banshee" and the "Scotia"?—No, we are talking of long ocean voyages, and those are quite out of the category altogether.

4683. Is it not clear that the passage you have quoted from this report, bears no such construction?—By no means; I should leave it to the public to understand what it meant. That inference stares you in the face, that they wanted people to suppose, that the vessels were going much faster than they were, and they were approaching in efficiency the vessels in the Atlantic. I am quite content to let my answer stand, I think it is quite consistent.

4684. In the same answer you state that the "Oriental" left Calcutta on the 8th of March, and after allowing for stoppages, occupied 21 days under steam, reaching Suez on the 2d of April, being an average of nine and a half knots an hour; are not you aware that the vessels, except during the monsoon months, are always dispatched on the 10th of the month, and not the 8th?—Yes. I have allowed for a day and a half's stoppage at Saugor. From my own knowledge, I can state that they frequently run down from Calcutta, get down in the evening, anchor, and then, about sunrise in the morning, start off again.

4685. Do not you know that the vessels start on the 10th from the Sandheads, and that the mails are there put on board?—Yes, I have allowed a day and a half's stoppage; that makes up the interval from the 8th to the 10th.

4686. Was not the stoppage you allowed for at Madras?—

I beg

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I beg your pardon, I allowed for a stoppage at Saugor. I am perfectly content to let the answer stand, save that I have corrected "Suez" for "Saugor," which was a mistake in the print of the former evidence.

4687. You say that coal never costs more than 40*s.*?—I allow 40*s.*, and I think that is allowing liberally for it. I do not say that it never costs more, but I say that the average will never exceed that. It is possible that under a pressure in the market you may pay more, but in other instances you would pay less; and I allow an average of 2*l.*

4688. You say that at Aden the cost of coal never exceeds 2*l.*?—Meaning the average; that is my explanation of it.

4689. Mr. *Mangles.*] You spoke of 4½ and you afterwards said 5 per cent. as sufficient to cover wear and tear?—I say 4½ per cent. to cover wear and tear. In starting new vessels you might, by means of proper returns, arrange the system correctly after a time; and when you saw how long the vessels would last, and the state they were in, after a time you might arrange your rate of wear and tear, if circumstances rendered it necessary.

4690. You said that 4½ or 5 per cent. would be sufficient for the wear and tear; do you mean that you calculate that the boats would last 15 or 17 years, and that that would be sufficient to replace them?—No; that is for wear and tear, not depreciation. I take 4½ per cent. for wear and tear, and 5 per cent. for depreciation to replace them.

4691. Mr. *H. Berkeley.*] You have made your calculation for starting from Plymouth?—Yes.

4692. What was your object in so doing?—Because when the Eastern Steam Communication Company started, I calculated the expenses of that in order to satisfy myself.

4693. You considered Plymouth the best port?—No, I did not give a thought about it.

4694. What was your reason for taking it?—Because the Eastern Steam Communication Company proposed to go from Plymouth; I had that company in view. I said, Here are people coming forward to compete, let me see how they can do it.

4695. Have you given your attention at all to the question which would be the best port?—No, I have not; Plymouth may be better; I do not know why it should not be; certainly it is nearer.

4696. Mr. *Chancellor of the Exchequer.*] I understood you to say that you take 4½ per cent. for wear and tear, and 5 per cent. for depreciation; do you mean that in your opinion 9½ per cent. is a maintaining rate for a steam boat?—At starting the wear and tear would certainly not come up to 4½ per

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cent.; I should say not for five years; there would be an accumulation on the 4½ per cent., starting with new vessels, building as a new company would build them.

4697. Do you conceive 9½ per cent. to be a fair maintaining rate upon steam vessels generally?—Certainly, with the explanation that I suppose them to start with new vessels.

4698. Suppose a steam vessel to cost 100,000*l.* do you believe that 4,500*l.* is a fair sum to allow for the maintenance of that steam vessel for ever?—Yes; always observing that we are starting with new vessels; but no steamers last for ever.

4699. Mr. *Willcox.*] Did you ever own a steam ship?—No.

4700. Did you ever manage a steam ship?—No; I had not the management of them; but I have been "Controller" of the dock yards at Bombay, and that gave me a great insight into the matter.

4701. Mr. *Corry.*] You have referred to the large expense incurred for repairs on the "Urgent" and the "Merlin," and you said those repairs ought not fairly to be charged to wear and tear; you said also that, in your opinion, a new steamer ought to last 17 years; do you think a new steamer would last 17 years without undergoing very heavy repairs?—The heavy repairs that fall upon steamers are generally for new boilers and re-coppering.

4702. Would not the hull itself require repair, if the vessel were built of timber; would she run 17 years without undergoing large repairs?—Certainly not.

4703. Would you charge that to wear and tear?—Yes, there would be sufficient to do it; 4½ per cent. for five years, starting with new vessels, would be sufficient, and after that it would depend upon the results that you would ascertain, and you might make an additional allowance if necessary, as you arrived at a just knowledge of the wear and tear; but at present nobody knows anything about it.

4704. You do not mean that 4½ per cent. would cover all expenses of wear and tear, and do those large repairs at the end of 17 years?—No, I have expressly said that it might be necessary as the vessels grow older to increase it something.

4705. Mr. *Mangles.*] You propose, because there has been a good deal of misrepresentation upon the subject, to start in the dark with a rate of allowance which is avowedly too low, and to raise it afterwards when you find what is right?—No, there might be some light thrown upon this matter, if you were to call upon the East India Company for returns of their wear and tear; it is imputed to them that they are very extravagant.

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4706. Mr. *Corry.*] Have you had any experience with regard to iron vessels?—No.

4707. You cannot state whether the maintaining rate is much less with regard to iron vessels than it is with regard to wooden ones?—I have not had anything to do with iron.

4708. Mr. *Willcox.*] Do not you think that the safety of iron from dry rot and the white ant, is very much in its favour in India?—The fact is, the white ant has a great deal more said about it than the fact warrants. In India there is not so much white ant as you imagine. If the timber is originally good when put into the vessel, it will run nearly a century, and never be troubled with the white ant. Teak-built vessels have run nearly a century.

4709. Admiral *Bowles.*] All your calculations are made on wooden vessels?—They are.

Lieutenant-Colonel *Edward Harvey*, called in; and Examined.

Lieut.-col. *E. Harvey.*

4710. *Chairman.*] ARE you an Officer in Her Majesty's service?—I am.

4711. When did you come back from India?—In 1847.

4712. Were you on board one of the Peninsular and Oriental Company's boats?—I was so, from Calcutta to Malta.

4713. Mr. *Willcox.*] Did you go more than one voyage?—Only one voyage.

4714. Can you speak as to the comfort and treatment on board?—Yes, I can, most satisfactorily, and most decidedly. I can speak to the accommodation having been ample and excellent, the attendance good, and the provisions on the most liberal scale.

4715. Mr. *Corry.*] Was the vessel over-crowded upon that occasion?—It was somewhat crowded, and on that account I should infer that some extension of that description of communication would be desirable. I am not aware whether at present it is more extended than it was in 1847.

4716. You mean by putting a greater number of steamers upon the line?—Yes.

4717. To have more frequent communication?—Yes; more commercial steamers, of the description of those of the Peninsular and Oriental Company.

4718. Mr. *Crawford.*] At what time of the year was it that you came from Calcutta?—The February voyage.

4719. Mr. *H. Berkeley.*] How was the ventilation?—In the

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the part which I occupied with my family, it was very good indeed; I was fortunate in having one of the best berths.

4720. Did you find the ventilation throughout the vessel generally good?—I heard no complaints; it was as good as it possibly could be with that number of passengers.

4721. Was it ventilated by the last improvement, the fan?—I am not able to say; but I can speak most decidedly to the liberality of the Peninsular Company.

4722. A former witness told the Committee that the passengers were very much poisoned with the wine; did you find it so?—Not the least; I heard no complaints whatever. There was an unlimited supply; any passenger took whatever he chose to call for; there was ice on board. I recollect the liquors were iced.

4723. *Chairman.*] Have you been on board other passenger ships?—I have, several times, between Alexandria and Southampton, by the Peninsular and Oriental Company's vessels.

4724. Have you ever been in vessels of any other company?—I have been in the Mediterranean, by the French and other vessels.

4725. Did you find as great comfort by the Peninsular boats as by any others in which you have made a passage?—Much greater.

4726. Mr. *Crawford.*] Did you go out to India by the East India Company's vessels?—I went from Suez to Bombay by one of the East India Company's cruisers.

4727. What was the accommodation and treatment on board that steamer?—I have nothing to say against the treatment. The vessels are commanded by the East India Company's officers.

4728. The question had reference to the diet?—It was not nearly so liberal as in the vessels of the Peninsular and Oriental Company; I should say that it never was so good in the Government vessels that I have been in. It was in 1842 that I was in one of the Company's frigates. The accommodation was very inferior at that time, but I do not know what it may be now.

4729. Sir *J. Hogg.*] Did you go from Suez to Bombay, or from Aden to Bombay?—From Suez to Bombay.

4730. Was it in a steamer, or in a vessel under sail?—A steamer.

4731. Do you recollect her name?—I think it was the "Sesostris," but I am not certain.

4732. What

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4732. What year was it in?—I think it was in January 1842.

4733. Do you recollect how many passengers there were?—There were a good many passengers; we were obliged to sleep on the deck. It was the passage on which Sir John Grey went out, who is now gone as Commander-in-chief to Bombay. He was going to Calcutta, but he took the route by Bombay.

4734. Is it not the fact that between Suez and Bombay, and between Suez and Calcutta, a great many passengers, and in particular almost all young men, sleep on deck from choice?—Not in the Peninsular and Oriental Company's vessels; but in the East India Company's vessels there were no proper sleeping places provided, and no bedding; at least none that I am aware of. At that time the passengers took their own bedding.

4735. You are speaking of the communication as it was before the existing arrangement was commenced?—I do not know what the existing arrangement may be; I am speaking of the beginning of 1842.

4736. At the time you speak of, you say there was no sleeping accommodation whatever for any person?—No; it was a four-walled little cabin, without any accommodation that I am aware of; certainly there was none in the cabin that was given to me; I had half a cabin, but I could not sleep in it; I slept on the deck.

4737. The cabins above on the deck are of course airy; but whatever the construction of the vessel may be, must not the cabins in the lower tier be insufferably hot?—They were very hot.

4738. Are you aware that in the Peninsular and Oriental Company's steamers, or any steamers where the number of passengers compels you to have accommodation below, the accommodation below is exceedingly hot, and those who are compelled to go there generally sleep on deck?—I do not think that any slept on the deck of the "Precursor," in which I came home, between Calcutta and Suez.

4739. What was the season of the year?—In February.

4740. You have never gone in a very hot season?—No.

4741. *Chairman.*] Do you mean to say that there are no bed places and no bedding in the steam frigates of the East India Company?—There is no bedding and no bed places, nothing of the kind; I can speak of the feeling generally in India, and I should say that the general feeling is, that the accommodation on board the Commercial Company's steamers

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is generally better than that on board the Government steamers. That was the case four or five years ago, and I think there was a general wish at Bombay that there should be an extension of the Commercial Company's steamers to Bombay. Whether there is anything of the kind at present, I am not aware.

Arthur Anderson, Esq., a Member of The House; Examined.

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4742. *Chairman.*] ARE you one of the Managing Directors of the Peninsular and Oriental Steam Navigation Company?—I am.

4743. Will you state to the Committee when the arrangements were first effected under which the Peninsular and Oriental Company carry on their present contracts?—Considering that an accurate knowledge of the facts connected with the origin and progress of steam communication in the East, so far as the Peninsular and Oriental Company is concerned, would be useful to the Committee in this stage of their inquiry, and also, I may say, would perhaps tend to remove some misapprehensions which I think prevail with regard to some of those circumstances, I have prepared a written statement of the facts connected with that subject, which, if the Committee will permit me, I will read to them, and then give in as evidence. (*The same was delivered in, and read.*)

4744. What is the amount of the capital of the Company?—The amount of the capital of the company under their charter of incorporation is 1,500,000 *l.*, of which 1,000,000 *l.* has long since been paid up and appropriated; shares to represent 500,000 *l.* more were about 12 months since issued in contemplation of the company having to extend their operations, but an instalment of 5 *l.* per share only has yet been called up, there being no use for the money.

4745. What are those shares worth?—There is 50 *l.* paid upon them, and their price in the market is about 70 *l.*

4746. Mr. *Crawford.*] What is the price of the 5 *l.* shares?—The 5 *l.* shares fluctuate between 9 *l.* and 10 *l.* I wish to state to the Committee a few facts somewhat in continuation of what I have stated respecting a transaction between the company and the Government, of which I cannot speak exactly with so much satisfaction as of those contained in the former statements. The facts which I wish to state are these: after the Company had exerted themselves to improve the communication, as they had done, and given so much acknowledged

ledged satisfaction to the Government, in the month of December 1847, a notice was left at the Company's office, open upon the counter, that the Admiralty intended to terminate the company's contract for the conveyance of the Alexandrian mails within 12 months, which is the legal notice which they are obliged to give.

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4747. Lord *Naas*.] When was that?—The notice I think was left in the month of December 1847, and the contract was to terminate on the 18th of January 1849; this is Mr. Croker's evidence in answer to Question 1306 of the Committee of 1849; he says, "On the 6th of January 1848 the Admiralty gave notice to the Peninsular and Oriental Company for the termination of the contract at the end of 12 months, on the 18th January 1849. Their object in so doing was to ascertain whether the service could not be done at a cheaper rate. There had previously been correspondence on the subject between the Admiralty, the Treasury, and the Post-Office; and the Treasury, by a Minute dated 4th February, and communicated on the 5th, requested the Admiralty to give this notice." The observation I wished to make was this, that after the exertions which the company had made to improve the public communications, I for one felt, and I believe my colleagues participated in the feeling, that to leave a notice in that way without the slightest intimation of the Admiralty's intention, was not quite treating us with that consideration which we thought was due to us, and the endeavour afterwards to put us in competition with a projected company, we considered to be scarcely fair, though it was no doubt officially and legally correct. There was no further communication from the Admiralty, but an advertisement was issued some time after, I think in the month of April, calling for tenders for this service, and as it bears somewhat on the inquiry of the Committee, I wish to read some extracts from a letter which the company addressed to the Admiralty upon that occasion, accompanying their tender for renewing the service. The extracts which I wish to read are these: "The existing contract" (the Alexandria contract), "which commenced on the 1st of September 1840, was the result of a public competition. It was considered a preliminary step to the carrying out, by means of private enterprise, the complete and comprehensive scheme of oriental steam communication recommended by the Parliamentary Committees, and the Peninsular and Oriental Steam Navigation Company was soon afterwards incorporated by royal charter for the expressed object, and under the expressed condition of establishing a communication by large and powerful steam-vessels throughout

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to British India. But in the charter, and in the mail contract, it was stipulated by Her Majesty's Government, for the public benefit, that all vessels of 400 horses power and upwards which the company might build, either for general purposes or for mail service, should be constructed with a view to their being armed in case of need; that the company should not dispose of any of them without giving the Government the pre-emption of purchase, and that those employed in the mail service might, on a short notice, and on equitable indemnity to the company, be taken by the Government for the purposes of war, or other public service. The identification of the enterprise with important national objects thus established, and the consequent confidence in its permanency, created in public opinion, induced private individuals to invest their capital in the company to a great extent. The directors have been enabled to carry out with comparative rapidity the various lines of steam communication with India, China, and other places now in operation, and for which the company was incorporated. One million of capital has been invested and expended in effecting these objects, and 28 steam vessels, most of them of a larger and more powerful class than any previously produced by private enterprise, have been added to the naval strength of the country, available for its maritime defence in case of need. And while the proprietors of the Peninsular and Oriental Steam Navigation Company have thus created so important an addition to the *materiel* of the naval resources of the State, a corresponding *personnel* has also been provided by their operations. In addition to the crews of their steam-vessels, amounting to nearly 2,000 persons, 60,000 tons of shipping, manned by about 3,000 seamen, are employed in the transport of coal for the company's service, forming together a sufficient number of engineers and seamen to complete the complement of their steam-ships as vessels of war, should they unfortunately ever be required for such a purpose. Looking to these circumstances, the directors beg respectfully to submit that the proprietors of the company have an equitable claim upon the public to a fair consideration and protection of their interests; and so long as they are willing to continue to perform the service intrusted to them with all practicable economy, and receiving only a moderate return for their capital, they feel that their property ought not to be subject to depreciation or the progress of the enterprise be checked by the abrupt termination of arrangements for executing the public service, which have cost them so large an amount of capital in providing a class of vessels which cannot be advantageously employed in other

other purely mercantile channels unconnected with the Government service. The directors fully recognise the right and duty of the Government to adopt all reasonable measures for economising the public expenditure; at the same time they believe that the object of economy may be attained by fixing a limitation to the profits of the contractors, as hereinafter suggested. The directors beg permission to observe that the course now adopted towards this company in re-opening to public tender a service originally obtained in open competition is, they believe, an unusual one in cases where the contractors have continued, as this company has done, to perform efficiently the service contracted for. In support of this observation they need only refer, among other instances, to the contract for conveying the mails between London, Hamburgh and Rotterdam, which has been held by the General Steam Navigation Company for 14 years, although made for only three years, and determinable at three months' notice. The directors beg leave to submit that the course now adopted towards this company, by destroying confidence in the permanency of arrangements under which private individuals have been induced to engage in enterprises of great magnitude and national importance, such as the Peninsular and Oriental Company, must, in their opinion, tend to the public injury by deterring persons from embarking in future in similar undertakings. The public advantages derived by the employment of private enterprise in steam postal communications with our distant possessions, and with foreign countries, are, the directors submit, sufficiently obvious to justify the continuance and further development of that system. They beg leave briefly to advert to some of these advantages: 1st. The control exercised by the Government, armed with the heavy penalties of a mail contract, added to the strong motives of self-interest, ensures a degree of efficiency on the part of the contractors, greatly beyond that which can be obtained by the employment of vessels of war in postal communications; 2d. The cost of the public service is much less, because it is well known that the expense of navigating private vessels is much less than that of navigating vessels of war, and also because the earnings from the conveyance of merchandize and passengers, go towards a reduction of the cost of conveying the mails in private vessels. In exemplication of this fact, it may here be remarked, that the mail steam conveyance between Bombay and Suez, 72,000 miles annually, has been conducted according to

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Parliamentary returns, at a cost of opwards of 100,000 *l.* a year (a moiety of which is paid by the British Government), whilst the contract mail service, between Alexandria and Southampton (73,000 miles annually), has been performed under contract for 28,500 *l.* a year; 3d. A supplemental steam marine force is created, without any outlay of public funds for building the ships; its creation and maintenance, on the contrary, are productive of important benefits to the public revenue, by giving employment to a great number of persons, and consuming a large quantity of taxed material, while in its operation it forms a powerful agent for increasing the commerce and industrial resources, and consequently the revenue, by facilitating the intercourse with distant countries: 4th. The commercial intercourse thus maintained between nations, operates as a check upon the chances of war, while in case of need it furnishes a powerful means of national defence." Then, in conclusion, there are four points to which we call the attention of the Admiralty: 1. That the company have effected the acknowledged important national object of steam communication with India and the East, after all other parties had failed in their attempts to do so; 2. That the company have been compelled for public and national objects, under the terms of the Royal charter of incorporation, to construct a class of vessels not suitable for general mercantile employment if unconnected with the public service; 3. That there are other objects of national importance which the company, from the position to which it has already attained, will be able to carry out with advantage to the public, and that it is therefore on public grounds inexpedient that any measures should unnecessarily be adopted to check its progress; 4. That the suggested limitation of profits to the proprietors, namely, a maximum dividend of 10 per cent., will fully provide for any future mail service that may be entrusted to the company being performed for the lowest contract payment consistent with efficiency." The points suggested in this letter were, that the objects aimed at might be gained by the Admiralty exercising a right of examination of the company's affairs and transactions, and that they should be limited to a 10 per cent. dividend as a maximum, and that all above that should go to reduce the expenses for the public service; or that they should receive tenders upon the same graduated scale, declining each year as this company tendered for, in undertaking the service previously.

4748. *Chairman.*] Is that a report from which you have read?—

read?—It is not a report; it is a printed copy, which was circulated among the proprietors, of the letter to the Admiralty. They became very much alarmed when they thought of losing this contract, to which they attached a great deal more importance than I think it deserved, and in order to calm them we circulated the letter among them to show that we had done all in our power to bring the matter properly before the Government. *A. Anderson, Esq., M.P.* 24 June 1851.

4749. There were certain documents which the Committee were anxious to obtain from the Peninsular and Oriental Company, showing their receipts under different heads, from the passenger traffic and the goods traffic; have you those returns with you?—There was an order from the Committee requiring a vast mass of minute information to be given; it was placed before the Board of Directors of the Company for their consideration as to how far we could be justified to our proprietors in furnishing that information, and a letter has been written in answer. (*The same was delivered in, and read.*) *Vide* App.

4750. Mr. *Wilson.*] To what portions of the returns for which you have been asked do those objections apply?—I am not prepared to speak to that, for they are so very minute and multitudinous.

4751. *Chairman.*] Does the objection refer to giving a return of the amount of passengers and goods that have been conveyed by the Peninsular and Oriental Company?—No, it refers generally to this: the Peninsular and Oriental Company are engaged in a mere private enterprise; they are performing a public service incidentally with their other operations, and as a question of principle (though I do not put it upon that at present), the furnishing of all the minute details of a private enterprise like this is considered to be a matter that the company cannot be properly called upon to do, because by doing so they would very likely be compromising the interests of those for whom they are acting as trustees. The directors of this company are only trustees for the proprietors, and in the face of a projected rival undertaking, no private firm and no private commercial body could be called upon to lay before the whole world, in a blue book, every minute piece of information connected with their private business.

4752. Mr. *Wilson.*] It appears that a list of certain returns which are desired has been sent to you; are you able to state to the Committee what portion of those returns you can furnish, if any, and what portion you cannot?—No, I am

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unable to do that; I have not looked sufficiently into the particulars.

4753. Mr. *Willcox.*] Is there not a good deal that will be returned?—I do not feel myself at liberty to speak to that, because I must be governed by the decision of my colleagues.

4754. *Chairman.*] The Committee are anxious that the next time we meet you should be prepared to inform them how far you can supply the returns which they have asked for, and if there are any which you do not feel justified in giving, on account of the interests of your shareholders, or which you have not the means of giving the Committee, that those should be specified?—I will do so. I was going on to state a fact which bears somewhat upon the very question which we have had now before us; the company, in the fulfilment of the offer made in the letter, of which I have read extracts, proposed to the Government that they should have an inspection of the whole of the company's books and accounts by competent persons; the Government availed itself of that offer, and sent two competent parties, who examined very minutely the books of the company, and the result was not favourable to the company, as appears afterwards from some memoranda which had passed between different official men at the Admiralty, inasmuch as the accounts had been misunderstood; the reserved funds which the company had laid by for renewing their vessels when they should become worn out (the vessels being then rather new), had not been, to a considerable degree, appropriated. It appears from a memorandum which is also in the report of the Contract Committee (I am reading from a public document), made by Lord Auckland on the offer of the company, that his Lordship not being well acquainted with the financial business of commercial steam navigation, had supposed this to be accumulation of capital, and had therefore considered that the company's profits must have been very great to enable them to accumulate so much capital, whereas it was not accumulation of capital, but merely a sum reserved to keep the capital at its first value. This perhaps may explain why my colleagues are not over anxious to put so many particulars again before the public in the same way; Lord Auckland appears not to have been satisfied with the result of this inquiry; the result was that no arrangement was made with the company until the end of 12 months, when the other party who had been tendering had entirely failed to show that they had any means of carrying out their undertaking, and the private negotiation which had been entered into came

came to nothing. In the meantime this misunderstanding of the state of the matter, and the consequent procrastination, and keeping the tender open, tended to depreciate the property of the company very considerably. The shares fell; the proprietors of this company are not, at least with very few exceptions, men of business or commercial men; they are many of them officers in the army or navy retired, and a great number of them are trustees for widows and orphans, and retired tradesmen who have made a competency, and invested their money in this way; they did not understand the matter, and any matter of this sort alarms them very much. Such was the effect of that investigation of the company's affairs by the Admiralty by reason of the statement of the accounts laid before Lord Auckland being misunderstood; and I regret very much that one of the Lords of the Admiralty had not asked for five minutes' conversation with any of the directors of the company, when the matter could have been explained at once; but it had the effect of depreciating the property of the company very much, without any advantage to the public at all, because the Admiralty ultimately came to the very same arrangement which they might have done at the beginning with the company.

4755. Mr. *Cowper.*] Do I rightly understand you to object to the term "accumulation of capital" being applied to the formation of large reserved funds under the name of "depreciation funds," "insurance funds," or under other names?—Yes. I object to the term "accumulation of capital" being applied to funds reserved to renew vessels, or to keep them up in thorough repair. I shall presently show the Committee for what purpose they are reserved.

4756. May not an insurance fund be correctly termed capital?—No, it is a fund to provide against sea risks.

4757. If the insurance fund is not called upon, it will tend to swell the capital of the company, and in that point of view may it not be considered as part of the capital of the company?—If it should never be called upon.

4758. Where would you put the profit of the insurance fund; would you not put it in capital?—The profit is the difference between premiums and losses.

4759. Mr. *Wilson.*] You underwrite your own ships?—Yes.

4760. How often do you balance your insurance account?—Once a year.

4761. Do you consider the balance of that account to be part of your profit?—Yes, on the risk of insurance.

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4762. Do you make it part of the dividend?—No, it is done by separate accounts altogether.

4763. Do you make a separate dividend upon the insurance fund?—Yes.

4764. A dividend in the shape of separate profit?—When there is profit upon it.

4765. The effect of that is, to increase the profit which the shareholders receive?—It does so, when few or no losses happen; but if we should have heavy losses, it would decrease it.

4766. Do you lay by annually a reserved fund towards the replacing your ships?—Yes.

4767. How do you deal with that fund?—We apply that as we have occasion to do, either by building new ships, or by giving them thorough repairs, which ships always require after a few years.

4768. Does that reserved fund do more than replace the ships to which it applies?—It does so at present, because the ships are comparatively young yet.

4768*. Mr. *Cowper*.] In the memorandum to Lord Auckland, to which you allude, these are the words: he says, "I find it difficult to decide upon what portion of the receipts is to be regarded as net profit, and what portion of disbursement is to be referred to necessary expenditure; looking to the accumulation of capital which has taken place in 12 years, the profit must have been large." Do you not understand that, under that phrase, "accumulation of capital," he was referring to the sum of 386,000 *l.*, which was stated to have accrued to the reserved fund for depreciation, insurance, and repairs?—I have no doubt he was alluding to that; but still you could not call no part of it accumulation of capital. The inspectors who looked into the books made their own report confidentially to the Admiralty, and we did not know what they reported; on looking properly into the matter, they would have seen that part of that very reserved fund had been appropriated for new ships.

4769. Do you merely find fault with the term applied to it, or do you suppose that there was any wrong impression in Lord Auckland's mind as to the sum here spoken of?—It arose, no doubt, from his Lordship's want of experience in dealing with commercial accounts of that nature, and with the business of keeping up a large commercial steam fleet.

4770. Have you reason to suppose that Lord Auckland was not

not speaking of a reserved fund when he called it "capital"? —Yes, it was entirely a mistake.

4771. Was it a mistake in the word or in the thing?—It was a mistake in the thing, because it was, in point of fact, not an accumulation of capital.

4772. You mean that he ought to have used the word "reserved fund," instead of "capital"?—Yes; and I will mention another small error which appears to have told a little to our disadvantage, which was made by the Honourable Member himself at the Admiralty. It was this, that because the Peninsular and Oriental Company were conveying one branch of the Indian mails to Alexandria at the rate of 4*s.* 6*d.*, as it was called, but really 4*s.* 3*d.* a mile, therefore they ought to carry the other branch at the same rate. This I find in a memorandum made by Mr. Cowper for Lord Auckland. We could have explained why the company carried one line of mails at 4*s.* 6*d.*, when they could not afford to carry the other at anything like that rate. The one branch of mails which was to meet the Bombay branch at Alexandria, was carried from Southampton to Malta, and from Malta to Southampton, for nothing, because the company had a line of vessels already on the station running to Constantinople, which touched at Malta and carried the mails between Southampton and Malta, and *vice versâ*, actually for nothing. The 15,000 *l.* odd which they received, was required to pay the expense of a packet between Malta and Alexandria; for the other, say the Calcutta, branch of the mails they had to provide vessels for the whole distance, from Southampton to Alexandria, without any commercial traffic compared with the amount which they had to Constantinople. The Constantinople trade was chiefly a cargo trade, but, on the other branch, there was very little cargo.

4773. When the Peninsular and Oriental Company agreed to perform that service between Southampton and Alexandria for 15,500*l.* a year, were they sending vessels to Constantinople?—Yes.

4773*. Did their agreement engage them to convey the mails the whole way from Southampton to Alexandria, or only between Malta and Alexandria?—The whole way to Alexandria.

4774. Then if the agreement was for the whole way, was it not quite correct to say that the mileage of the whole distance must be the mileage for which the total sum was to be paid, and that therefore the mails were carried for 4*s.* 6*d.* a mile? —It was perfectly correct to say that the mails were carried

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upon this branch of the line at 4 *s.* 6 *d.* per mile, but it was from unacquaintance with the subject that it was inferred, that because the mails were carried upon that line at 4 *s.* 6 *d.*, therefore they ought to be carried upon another line at the same rate.

4775. Why may not the company, at the present moment, carry the mails for nothing between England and Malta, if they could do it then?—We do carry letters now; not regular mails, but ship letters.

4776. Are the company willing now to carry the mails for nothing between Southampton and Malta?—If we can combine it with other lines of traffic, we can do so, no doubt; at least we should carry them upon very low terms. I wish to explain to the Committee that it is an erroneous idea that because the mails are carried on one line of communication at a certain rate, therefore they ought to be carried on other lines at the same rate, because the cost of the postal service must depend entirely upon the amount of commercial traffic which you can combine with it upon the line.

4776*. *Chairman.*] And its combination with other lines?—Yes.

4777. What is the next subject upon which you wish to make any statement to the Committee?—I wish now to state a few facts to the Committee upon one point, upon which I think there has been some misrepresentation; that is, about our vessels. I wish to observe, that a somewhat unreasonable expectation has been entertained by the public, that because some American ships running across the Atlantic have been brought out very recently at a great speed, therefore it was imperative upon this company to condemn ships that originally cost them between 80,000 *l.* and 90,000 *l.* each, and were when built as fast as any vessels then existing, and have also efficiently performed the service as contracted for, in order to bring out new ones of that speed. The only line upon which such speed has been obtained is upon the Atlantic, where we admit that the speed is superior to that of our vessels constructed some years since. But I wish to show the Committee that the directors have not been backward in doing everything they could to improve the speed of their vessels. I have an estimate and an account together of money laid out for the improvement of six of the company's vessels, which have either been improved, or are now in progress of improvement, with the view principally of accelerating their speed. The "Ripon" has cost 8,000 *l.*; she is now again undergoing some further improvement, which will cost some 8,000 *l.* more

more, making 16,000*l.* The "Oriental" had 34,000*l.* laid out upon her two years since; the "Hindostan" had 35,000*l.* laid out upon her nearly two years since; the "Pottinger" had 10,000*l.* laid out upon her in lengthening her, and giving her greater speed; the "Tagus" had 15,500*l.* laid out upon her, chiefly for that object; and the "Bentinck" is now undergoing improvements and repairs, which will cost at the lowest estimate about 35,000*l.* Altogether, the sum of 145,500*l.* has been laid out, or is in progress of being laid out, to improve the ships.

4778. How many vessels are there altogether on that service?—I will hand in a list of them.

[*The same was delivered in, and is as follows:*]

STEAM FLEET of the PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY.

Ripon	Southampton and Alexandria service	1,500 tons	450 horse power.
Indus	Southampton and Alexandria service	1,400 „	450 „
Bentinck	Under repair	1,800 „	520 „
Hindostan		1,800 „	520 „
Precursor	Suez and Calcutta service	1,600 „	500 „
Haddington	Suez and Calcutta service	1,500 „	500 „
Oriental	Suez and Calcutta service	1,600 „	500 „
Singapore		1,300 „	500 „
Malta		1,225 „	450 „
Achilles	Bombay and China service	1,000 „	420 „
Pekin	Bombay and China service	1,180 „	430 „
Braganza	Bombay and China service	800 „	280 „
Pacha	Hong Kong and Shanghae.	600 „	210 „
Pottinger	Intended for Suez and Calcutta service.	1,400 „	450 „
Ganges	Intended for Bombay and China service.	1,300 „	500 „
Erin	Calcutta and China	850 „	280 „
Lady Mary Wood	Calcutta and China	650 „	260 „
Canton	Canton local service	400 „	150 „
Sultan	Constantinople and Black Sea service	1,100 „	400 „
Euxine	Constantinople and Black Sea service	1,100 „	400 „
Tagus	Constantinople and Black Sea service	900 „	280 „

Montrose

Montrose - - -	- - - - -	650 tons -	240 horse power.
Iberia - - - -	Peninsular service -	600 „ -	200 „
Madrid - - - -		500 „ -	160 „
Jupiter - - - -	- - - - -	600 „ -	260 „
* * Screw Steam Ship -	- - - - -	1,200 „ -	300 „
* * Ditto - ditto -	Vessels building - -	1,200 „ -	300 „
* * Ditto - ditto -		1,800 „ -	400 „
* * Ditto - ditto -	- - - - -	800 „ -	300 „
		32,355 „ -	10,610 „

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4779. Have you lately increased the speed of your vessels?—We have increased the speed of the "Hindostan," the "Oriental," and the "Pottinger;" they average now 10 knots. The contract rate of speed is 8 ½, and in the two recent voyages of the "Hindostan" and the "Oriental," they made the run between Suez and Calcutta at the rate of about 10 knots an hour, and they made the whole voyage in eight days less than the time which is allowed by the contract.

4780. Taking the contract speed and the number of days usually allowed at the different points for stopping, what ought to be the time between Southampton and Calcutta?—The contract time between Southampton and Calcutta, including all stoppages, would amount to about 47 days.

4781. What is the most rapid passage that any of your vessels has made?—The most rapid has been by two of the ships which we have recently brought out, the "Singapore" and the Ganges;" they have made the most rapid passages that ever were made in the Mediterranean. The "Ganges" made the voyage lately from Alexandria to Southampton in 10 days and two hours; that is at the rate of 11 ½ nautical miles an hour.

4782. Mr. *Currie.*] What power is she?—She is 500-horse power.

4783. Mr. *Wilson.*] Did she stop at Malta?—Yes, and at Gibraltar; I am excluding the stopping time; but including the stoppages she did the whole distance in less than 12 days.

4784. Mr. *Corry.*] Is the "Ganges" a new vessel?—She is.

4785. Has she engines of a larger power than your other vessels?—She is in proportion rather larger; she is 1,200 tons,

tons, 500-horse power. The "Singapore" is a sister vessel, and performed the voyage at about the same rate. *A. Anderson*, Esq., M. P.

4786. *Chairman.*] How many days do you take for crossing the Isthmus?—It is done now in 2½ days, the whole way from Alexandria, including the landing and embarking the passengers. 24 June 1851.

4787. And from Suez to Calcutta?—I will calculate what it would be from Suez to Calcutta at 11 miles an hour, and state that at the next meeting of the Committee.

4788. Can you state what has been the most rapid communication altogether from Southampton to Calcutta?—About 37 days.

4789. Was that at the same time that the rapid passage was made from Southampton to Alexandria of which you have spoken?—No.

4790. Admiral *Bowles.*] Do you consider your new vessels much more expensive than the older ones, which are slower?—No, we do not consider them any more expensive than the old ones, because they are fitted with a new description of boilers which give more steam, and they are therefore more economical in fuel.

4791. *Chairman.*] Can you state at all what the quantity of coal is that is consumed per hour by one of those steamers?—About 26 to 28 cwt. by those 500-horse power ships.

4792. Have you any account of the cost of coal at the different depôts?—I have not, but I will bring it next time.

4793. Mr. *Corry.*] You mentioned a sum that had been spent of late years in improving your vessels. Was any portion of that spent in improving the engines or the boilers?—It has been partly spent in improving the lines by lengthening them in two vessels; we have lightened them by the alterations.

4794. But you have still kept your old engines?—We have; we have adopted new boilers to them, and I think it would be well if the Admiralty would give a little attention to the new kind of boiler we have adopted; it is a patented invention; it is much more easily kept clean, and it gives out a greater quantity of steam with the same quantity of coal.

4795. Are the boilers tubular?—They are in a kind of tubular form; they have a flat bottom to them.

4796. To what pressure do you work them?—We do not work them up to above 10 lbs.

4797. *Chairman.*] Have you found a great increase in the passenger

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passenger traffic in the last few years?—We have not for the last three years. The traffic in the present state of the communication appears to have reached the maximum; it has been lately stationary.

4798. At what period of the year do you find your vessels most crowded?—Outwards from August to October and November; but the nature of our passenger traffic is perhaps different from any other, for we never have a ship going full of passengers both ways. The season which passengers choose for coming home is not the season they choose for going out, therefore we generally carry one way a comparatively small number.

4799. What are the principal months for going out?—In going out, October is the most crowded month; then September, November, December, and January; and in February, March, April, May, June, and July the outgoing passengers are comparatively a small number.

4800. Have you had any complaints made by the passengers of the crowded state of the vessels at those periods of the year?—Yes, we have had several.

4801. Have you taken any means to give greater facilities for passenger communication?—I was going to state the means that we have adopted for meeting the wants of the passengers in that respect. In order to meet those objections of the vessels being crowded, we adopted, some time since, a mode of endeavouring to persuade the passengers to distribute themselves more evenly over the year, by making considerable reductions in the passage rates during certain months; but we did not find that that was effectual. We have now resolved to extend the accommodation altogether, by giving a communication to and from Calcutta and Bombay every alternate month, over and above the regular mail communication. We made an announcement to that effect some time since, and we have had one extra voyage performed.

4802. Mr. *J. Wilson.*] Will that extension apply only to the busy times of the year?—No; throughout the year; steam navigation does not answer to be broken off. Although we believe it will not be remunerative at certain times of the year, it is our intention to continue it throughout the year.

4803. Mr. *Corry.*] Will it only be between Calcutta and Suez, or the whole way to Southampton?—It is between Calcutta and Southampton; it will bring the west of India also into communication,

communication, by running a vessel from Bombay to Aden, to join the Calcutta steamer there. *A. Anderson*, Esq., M. P.

4804. *Chairman.*] Will that be a monthly communication?—No, we propose it only every alternate month, at present. 24 June 1851.

4805. Mr. *Cowper.*] It has been stated by a former witness, that on account of the inconvenience sustained during those months, when the packets are crowded, a large number of passengers go round by the Cape; do you believe that to be the case?—I think it is very probable. The number of passengers going by the Cape now is larger than before the company was established.

4806. Mr. *Crawford.*] The arrangement for taking up the Bombay line is quite a recent one, is not it?—Yes, we have not commenced it yet. What we propose is this, an extra steam vessel will leave Southampton on the 1st of September, in correspondence with a steam vessel that will leave Calcutta on the 20th of August for Suez; we shall also have a steamer which will leave Bombay on the 1st of September, running in concert with the vessel which leaves Calcutta on the 20th of August; they will both arrive at Aden about the same time. At Aden the Bombay steamer will transfer her passengers forwards to the Calcutta steamer bound for Suez. The outward passengers for Bombay we shall take in the regular mail steamer of the 20th of August, in order to meet the steamer at Aden, which is to take them on to Bombay.

4807. Mr. *Corry.*] Have you purchased the additional vessels that you require for that service?—No; we are going to make use of the two new vessels, the "Ganges" and the "Singapore," which we brought out three or four months since. With respect to our means of further extending the communications, I may perhaps state that we have now four vessels constructing to be propelled by screws.

4808. Are they intended for this extra service?—We think we shall very likely apply them to this service. We have laid out our capital upon those in preference, because we think we can employ them in purely commercial service, where we shall not be liable to the uncertainty under which we are with regard to contracts. We contemplate running them from Calcutta on the same line of which I am now speaking, which we have established by other vessels.

4809. You mean to have other steamers to meet them upon the Mediterranean side?—Yes, a large screw steamer to run from

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from Southampton to Alexandria, and two other screw steamers to run from Suez to Calcutta.

4810. Are they auxiliary screw vessels?—They are auxiliary, but of very large proportionate power.

4811. What do you calculate would be the difference in the rate of passage from Calcutta to Suez by those auxiliary screw vessels as compared with that by full power paddle-wheel vessels?—We have not come to a decision upon that, but we consider that we shall be able to take passengers at a lower rate than by our regular mail steamers.

4812. *Chairman.*] Have you a table of the fares with you?—This is our table of fares (*producing a paper*).

4813. Is that the tariff upon which your arrangements have been effected for the last two or three years?—No. I think this is the present tariff. This contains the fares upon which the reductions have been made.

4814. When were those reductions made?—They were made some three or four months since. The fares have been under revision from time to time.

4815. Are those the fares which are now charged?—They are. I will hand in the Table.

[*The same was delivered in, and is as follows:*]

RATES of PASSAGE MONEY, including the Expense of the Transit through *Egypt*.

From England to - -	Aden.	Ceylon.	Madras.	Calcutta.
	£.	£.	£.	£.
Gentlemen or Ladies Travelling Singly: Gentlemen occupying a berth in a cabin, with two or three others on the lower deck - - - - - Ladies, if booked sufficiently early, a berth in a cabin, with two or three others, on the upper deck - -	77	113	118	127
Married Couples, occupying a cabin on the main deck, with a w. c. - -	220	300	310	330
Married Couples, a cabin without a w. c.	200	270	280	300
Children with the Parent:				
5 years and under 10 - - -	45	60	64	70
2 years and under 5 - - -	32	44	46	50
A child under two years (no berth provided) - - - - -	Free	Free	Free	Free.
Servants, European Female - - -	32	45	48	52
" Male - - -	30	43	46	50
Native, Female - - -	22	30	32	34
Male - - -	18	26	28	30

From England to - - -	Penang.	Singapore.	Hong Kong.
	£.	£.	£.
Gentlemen or Ladies Travelling Singly:			
Gentlemen occupying a berth in a cabin, with two or three others, on the lower deck - - -	127	135	150
Ladies, if booked sufficiently early, a berth in a cabin, with two or three others, on the upper deck - - - - - - - - -			
Married Couples, occupying a cabin on the main deck, with a w. c. - - - - - - - -	330	350	390
Married Couples, a cabin without a w. c. - -	300	320	360
Children with the Parent:			
5 years and under 10 - - - - -	70	74	84
2 years and under 5 - - - - -	50	52	60
A child under two years (no berth provided) -	Free	Free	Free.
Servants, European Female - - - - -	52	54	62
„ Male - - - - -	50	52	60
Native, Female - - - - -	34	35	40
„ Male - - - - -	30	31	36

REDUCED RATES of PASSAGE MONEY, in April, May, June, July, and August.

From England to	Point de Galle.	Madras.	Calcutta.	Penang.	Singapore.	Hong Kong.
	£.	£.	£.	£.	£.	£.
For a Gentleman or Lady.	94	97	105	105	110	130

CADETS, WRITERS, &c.

Cadets, Writers, and other junior Officers, in the Service of the Honourable East India Company, proceeding to Madras and Calcutta upon their first appointment, are conveyed at the following Reduced Rates:

	To Madras.	To Calcutta.
	£.	£.
In the months of April, May, June, July, and August -	90	95
In the remaining months of the year - - - -	100	105

4816. Will you furnish the Committee with the rates which have been charged before the last reductions?—I will. Within the last five or six years we have made four reductions in the rates of passage-money.

4817. Can you state what has been the increase of the mails carried by your line?—The increase in the mails has been very great. On the 20th of May last the last mail that went consisted of 220 boxes and bags, bulking between 25 and 30 tons. The mail of the 20th of May 1848, three years since, consisted of only 107 boxes. Therefore they appear to have doubled in three years. This is the portion forwarded *viâ* Southampton.

4818. Is there any mode which you can suggest by which we can get a return of the amount of letters which have passed through

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through the Peninsular and Oriental Company's communication?—I can suggest to the Committee the means of getting an approximate estimate of the amount of Indian postage, and I feel a great deal of confidence that that information will have the effect of removing the impressions which appear to have been entertained with regard to the amount of mails and the cost of their conveyance to the public. It has been supposed that the cost of conveying those mails very far exceeded the postage. I think that is not the fact. I think the postage now is covering the whole expense of conveyance; and I beg to suggest to the Committee how they may ascertain this. At the Post-office they keep an account of the boxes which are dispatched both by Southampton and Marseilles. In sending them down to our vessels at Southampton we cannot tell what boxes contain newspapers and what boxes contain letters, but the Post-office are aware of that; they keep a distinct account of the number of boxes containing newspapers, and of the number of boxes containing letters. At the Post-office they take the gross weight of the whole, and they know the weight of the box itself, because they tare the box. Now, if the Post-office will make a return of the net weight of the boxes which contain letters, and divide that by half an ounce; for the Southampton portion of the mail, it will give the Committee an approximate estimate, although much under the truth, because, if a letter exceeds half an ounce, ever so little, it is 2*s.* The Post-office always state that they can never give any return of the postage by the number of letters.

4819. Mr. *Wilson.*] You take them at a certain postage per half-ounce?—Yes; and that will give an amount very far beneath the truth, for the reason I have stated.

4820. Because a great many letters do not weigh half an ounce?—Yes; and there are many double letters, which if they exceed half an ounce, ever so little, are charged double.

4821. Therefore you think that calculation would be rather under than above the truth?—Yes.

4822. Mr. *Crawford.*] Are not those additional packets, and those reductions of fares which you have mentioned, very recent?—Not very recent; I know the vessels were ordered 12 months ago.

4823. My question refers to the additional monthly communications between Suez and India, and also between Alexandria and Southampton?—Those have been established at the dates I have mentioned.

4824. Since the advertisement of the other company appeared before the public?—Yes.

4825. You

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4825. You laid before the Committee a statement of the sums expended upon the repairs of engines of certain steamers, amounting to 145,000 *l.*; you stated also the performances of two vessels you mentioned, the "Singapore" and the "Ganges;" is not it the fact that the performances of those two vessels exceed considerably those of the vessels upon which so much has been laid out in improving them?—They do, to the extent of 1 to 1 ½ knot.

4826. Then your best voyages will always be performed by those two vessels, the "Singapore" and the "Ganges"?—The fastest voyages.

4827. Then any other company coming into the field, possessing new ships, all built upon the principle of the "Singapore" and the "Ganges," would be in a better position to carry the mails expeditiously with their new vessels than your company is by the old ones so improved?—I do not consider so, because I think we could build new vessels as fast as they could.

4828. But as compared with the old ones which have been improved, and upon which you have expended 145,000 *l.* they would be able to make quicker voyages?—Yes.

4829. You stated also that you thought it was hardly fair, on the part of the Admiralty, to introduce new competition for the contract for carrying the mails so long as your company had given them satisfaction?—I think the Admiralty might have perhaps asked us whether we were inclined to reduce the cost of the service, or to improve it in such a manner as they might have thought was required.

4830. You thought it impolitic upon public grounds, as tending to deter parties from building vessels upon the expectation of getting the contract?—Yes; if the contract is broken at short intervals, I consider that very few prudent men would embark a large capital in an undertaking attended with so much risk as a steam navigation company, especially if they thought that the principal object for which the vessels were constructed would be taken from them in a short period.

4831. Your opinion has no reference to the advantage which the public has always a right to look for from participating in the great improvements of the day, except as regards such improvements as your company may choose to introduce?—I consider that the public have a right to be served fairly upon the best terms, without injuring private interests.

4832. Without

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4832. Without competition?—If competition can benefit them, no doubt they should have it.

4833. Has it not been the policy of the Peninsular and Oriental Company to exclude passengers from England going by the continental route through Trieste to Alexandria?—Not to exclude them. Our policy is that we would rather have them go in our own vessels than in others.

4834. And to carry out that policy you charge a much higher rate of fare in proportion from Calcutta to Suez than from Calcutta to Southampton?—We do it for two reasons; first of all, the cost of communication on the other side of Suez is much greater than on this side; and we do it also for the reason that we would rather the passengers would come the whole way in the conveyance which we have provided for them.

4835. Do not you exclude the baggage of passengers who have gone by Trieste?—We should object to taking a passenger's baggage if he goes another way himself and leaves us his baggage.

4836. Had any communication taken place between the Austrian Lloyd's Company and the Peninsular and Oriental Company anterior to the last six months, having reference to any mutual arrangements?—There was a communication made from the agent of that company, I think, about three or four years since, with regard to certain arrangements he wished to make for facilitating the passage by Trieste, of passengers brought from India.

4837. Was any proposal made by them?—There was a letter from them, but I cannot charge my memory with all the particulars of it; but I believe there was such a proposition, which we did not consider it our interest to adopt.

4838. Since the Eastern Steam Navigation Company has come before the public, has any communication taken place between the Austrian Lloyd's and the Peninsular and Oriental Company?—None.

4839. Or between parties representing the Austrian Lloyd's and the Peninsular and Oriental Company, upon the subject of negotiations having that end in view?—There has been nothing that I am aware of, of any practical nature.

4840. Then, if parties have been informed that such communications have been made, they must have been misinformed?—I know there has been no public communication made; there has been nothing that has come officially before the Board.

4841. Has any private communication been made upon that

that subject?—I do not know whether that is a question that I can speak to; there was no private communication made to me.

4842. Are you aware of any being made to the company?—No; not to the company as a company.

4843. Did not the Peninsular and Oriental Company state to the Austrian Lloyd's that if they did not enter into arrangements of that kind they would place a boat upon the line between Trieste and Alexandria?—Never.

4844. Amongst the complaints which have been addressed to the directors of the company from passengers coming from India, has not the want of sufficient accommodation been occasionally alluded to?—It has.

4845. Have some complaints also been made of overloading the vessels?—Not of overloading the vessels.

4846. Or carrying baggage upon deck?—Not that I am aware of.

4847. Do you recollect a particular representation which was made by the passengers that went from Malta, in the "*Erin*," in May 1847?—I do not recollect it.

4848. Would you have any objection to produce that letter if you have it in the office of the company?—If it is there I have no objection whatever. We have several hundred letters of that description that we could produce to this Committee if they desire it. I do not mean all complaints, for we have as many praises as complaints.

4849. Mr. *Wilson.*] Was that communication made publicly, or was it made privately to the company?—I cannot recollect that there was any such communication at present; I have no recollection of the circumstance myself.

4850. Mr. *Crawford.*] Have you any objection to produce the letter?—None at all.

4851. You stated that the Peninsular and Oriental Company had done a great deal to improve the communication through Egypt, and you alluded to the excellent accommodation afforded at the stations through the Desert?—I did.

4852. You took credit to the company for the result of those exertions?—For originating those improvements.

4853. Are you not aware that the station-houses were almost entirely built with money remitted from Bombay for the purpose?—Not the present ones.

4854. Are you aware to what objects the money remitted from Bombay was applied?—I am aware that there was money remitted from Bombay, and applied to the erection of certain desert houses in the route between Cairo and Suez; but the

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present station-houses are very different from what those were; they are much larger and twice the number. The former were, no doubt, a very great convenience at the time.

4855. Mr. *H. Berkeley.*] You have stated what the fares are from Southampton to Suez; will you state what they are from Suez to Calcutta?—I stated the fares throughout. The fares at present from Southampton to Alexandria are 40*l.*, and from Suez to Calcutta it is 65*l.* Out of that there is 12*l.* paid to the Pasha of Egypt.

4856. You have made some statement with regard to the speed of your vessels; can you tell the Committee what has been the longest time that any of your vessels have taken in making the passage from Southampton down Channel, say to the Lizard?—I am not prepared to state that; we have had some accidents between those points, in which cases they have been a long time.

4857. *Chairman.*] Will you state any facts that you have, relative to your fares, which you think will give information to the Committee as to the basis upon which the fares are fixed?—Comparing the rates of fares of the Peninsular and Oriental Company between Calcutta and Southampton, with the rates of fares of two companies in very active competition with one another, namely, Cunard's and Collins' American lines; our fares, taking every circumstance into consideration, are lower than theirs. I have a statement here of the passage rate which a first-class passenger pays for his passage through from Southampton to Calcutta. Deducting the 12*l.* which we pay to the Pasha of Egypt for conveying him across that country, it comes out at $3\frac{1}{16}d.$ of a penny per mile. The Liverpool and New York passage comes out at $2\frac{9}{16}d.$ of a penny per mile for a first-class passenger. The Oriental Company includes in the passage-money, wines, spirits, beer, ginger-beer, soda-water, ice; in fact, everything almost that passengers can want in a ship, and the American companies exclude all that; whatever a passenger requires of that sort he must pay for extra, and I therefore consider that, taking these two circumstances into account, the Peninsular and Oriental Company's rate of fare is cheaper than the American company's across the Atlantic. But there are other circumstances I will refer to, to show that the fares of the Peninsular and Oriental Company are actually cheaper as far as regards the profit to the company, because the average price of our coals used on the passage from Southampton to Calcutta comes out at about 45*s.* a ton; at some of our stations it is higher than that, and at some lower; but taking the average, the cost of coals used upon the whole line from

Southampton

Southampton to Calcutta is 45*s.* a ton at least; that is more than double the cost of coals upon the American line. I mention that to show the additional expense that we are at in conveying passengers. There is also another item, and a very important one, that is the cost of wages; the wages that we pay to captains and officers in the Indian seas are at least 100 per cent. higher than the wages paid in the Transatlantic vessels. And we also have another item of additional expense; we are obliged frequently to bring our officers home for their health, and to send out others to succeed them, which is attended generally with a loss of service and considerable additional expense. Taking all these circumstances into consideration, I conceive that our fares, about which so much has been said as to their being high, are actually lower than those of the two competing companies now running across the Atlantic between Liverpool and New York; and with regard to the effect of competition I may mention another fact, that though those two competing companies have been running against each other for some time, there has never been one penny reduced in the rates of passage. The fares of both the companies continue the same as they were before. Another matter which I ought to have mentioned in connexion with this subject is the very heavy repairs to which our vessels are subject in the Indian seas, wooden vessels particularly. I have brought, merely as a sample for the Committee to see, a piece of a beam of the "Bentinck," now undergoing repairs at Southampton, which has been attacked by the white ant (*producing the same.*)

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4858. How many years was that in use?—The vessel was out about five years and a half. The insects have quite hollowed it out, and you could not tell it by the appearance outside.

4859. Sir *J. W. Hogg.*] Did you ever know another instance of white ants in a sea-going vessel?—Yes, we had the white ant in the "Hindostan;" and about a fortnight since there was a specimen of the white ant still to be seen alive at Southampton.

4860. Mr. *Willcox.*] Had not the injury from the white ant been very extensive in the "Bentinck"?—Yes. The vessel, in every other respect, is as sound as on the day when she was launched. She was a vessel built at Liverpool, of the very best materials, and cost the company about 85,000 *l.* Every other part is as sound as possible, except where that insect has attacked.

4861. *Chairman.*] To what extent has that gone?—To a very

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very great extent. We were obliged to take out a great number of the beams and planks.

4862. Mr. *Wilson.*] Was that vessel coppered?—Yes. This injury is chiefly above water.

4863. Do you suppose that the part which has been eaten was always above water?—That beam was.

4864. Will the white ant live under water-mark?—Yes. It depends entirely upon the degree of heat of the climate.

4865. It is the same insect which is so destructive upon land in India?—I believe so.

4866. *Chairman.*] Is there anything else that you wish to mention?—There is only one other fact with which I need trouble the Committee. The directors have stated in their reports, that, with the view of accelerating the steam communication with India, they were about to construct two large iron steam vessels of 800-horse power each; and with such vessels, and accelerated speed on the other side, I consider that there would be no difficulty in bringing the postal communication by Southampton within one day of what it is now by Marseilles, and consequently that, for the sake of one day, perhaps the heavy cost of communication by Marseilles might be saved. But from our experience of this formidable insect in India, as well as from the great difficulty of getting the strength you require in wooden vessels of the dimensions required, to attain the speed that is wanted, we are unwilling to construct them of wood; and with respect to iron, we are in this difficulty, that the Admiralty have considered that iron ships are unfit to stand shot, and as our vessels in the event of some, I hope, very remote contingency, might be required to stand shot, there is an objection to admit iron ships in a contract for the postal service, and we therefore suspended the building of those vessels.

4867. Have you any iron ships?—We have some ships which were built before we got notice from the Admiralty.

4868. Where are they employed?—They are employed both in the Indian seas and on this side.

4869. What is the difference of cost between an iron ship of the same tonnage and a wooden ship?—The cost is about the same.

4870. What is the difference in wear and tear?—In wear and tear the wooden ship costs a great deal more.

4871. Can you at all state what is the estimated difference?—The "Bentinck," which I mentioned just now, we have estimated will cost us, for putting her in sound repair, and the

the improvements which we are going to apply to her, about 37,000 *l.*

4872. But in ordinary wear and tear what would it be?—In ordinary wear and tear the age of iron vessels has scarcely yet been tested, so as to afford the means of forming an accurate estimate; but there can be no doubt that the ordinary expense of keeping up an iron vessel is much less than of a wooden one, a wooden vessel requiring repairs every voyage.

4873. Are there any other advantages in an iron vessel which you think render it most fit for postal communication?—I think there is greater safety and greater speed. You can get greater speed with an iron vessel. The displacement is less, and you have greater accommodation inside for passengers than you have in a wooden vessel, inasmuch as the frame of iron is so much thinner than the wooden frame-work.

4874. Iron vessels are *not* liable to the same disadvantage to which wooden vessels are liable from vermin, are they?—No, they are not; they are less liable to be infested with vermin than a wooden vessel. They are also safer in case of accident, inasmuch as they can be effectually divided into water-tight compartments, which a wooden vessel cannot.

4875. In a tropical climate does the iron make the vessel hot?—We have an iron vessel running between Calcutta and Suez, and several upon the China line, but we have no complaints upon that head.

4876. Mr. *Divett.*] Is not the part above water a good deal affected by the sun?—I should imagine that iron is more susceptible of heat and also of cold than wood. But those vessels are lined inside with wood.

4877. Are they sufficiently lined to prevent any unpleasant action of the sun?—The lining being placed upon the angle irons, it gives a kind of ventilation between the iron and the wood, which may counteract the heat.

4878. Of what colour do you paint them outside?—Black generally.

4879. Is not the black paint apt to give greater heat than a lighter colour?—Yes, but you could not keep a steam-vessel fit to be seen of any other colour.

4880. Mr. *Wilson.*] You have a space between the iron and the wooden lining?—Yes.

4881. Mr. *Plowden.*] Is it possible effectually to check the progress of dry-rot in consequence of the white ant, when once

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the infection seizes the whole vessel?—We have never discovered any means of checking it yet.

4882. When once the white ant gets into a building, is not it most difficult to eradicate it?—I believe it is; and therefore we are obliged to cut out every bit of wood which has the slightest appearance of the insect having touched it.

4883. Mr. *Divett.*] Can you give much greater length to an iron vessel than you can to a wooden one?—Yes; we can make an iron vessel as strong as we please, which we cannot do with a wooden vessel.

4884. Is not there some new preparation which has been applied to the bottom of iron vessels of late years?—Yes. There have been various compositions applied to them, and there has been some improvement made; but we find that red lead, after all, is the best protector, sometimes mixed with other things.

4885. In the hot climate, how often are you obliged to put red lead to secure the bottoms?—About every three or four months we are obliged to put the vessel into dock, and throroughly clean her bottom, and give her a fresh coat of red lead.

4886. Is the expense of that serious?—It is not serious; it is nothing at all compared with the everlasting repairs of a wooden vessel.

4887. Comparing it with the expense of coppering a wooden vessel, taking into consideration the length of time the copper would last, and the frequency with which the covering of the bottom of the iron vessel would have to be done, what would be the difference?—The covering the iron vessel's bottom would cost much less than the coppering the wooden vessel. The wooden vessel would, of course, require coppering every three or four years.

4888. Would it be as often as that?—Yes, especially in India; and during that time we should have to dock the iron vessel perhaps more than a dozen or 15 times, bat that would not come to anything like the expense of coppering.

4889. Have you docks at Bombay belonging to or rented by the company?—Yes, we have docks at Bombay which are not exactly rented; in fact, they belong to the company.

4890. Mr. *Wilson.*] Are not iron vessels much more subject to become foul in the eastern seas than wooden with copper?—Yes.

4891. That is one of the chief drawbacks against iron vessels in the eastern seas?—Yes, that is one; but by having docks

docks convenient, and docking them frequently, you can keep the bottoms in good order.

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4892. Have you ever heard of the white ant attacking a teak ship?—No, I have not.

4893. *Chairman.*] You stated the improvements which your company propose to make in the communications between Calcutta and Bombay, and Suez; is it the intention of the company to carry out any communications more to the eastward, toward China, than those which they at present carry on?—Yes; the company had a vessel running between Hong Kong and Shang-hai, which they were obliged to withdraw from a circumstance of which I need not now go into the particulars; but as matters have been arranged there we have placed on the station another vessel, an iron vessel, the "Pasha," which we consider more suitable for that trade than a wooden vessel. We also have an auxiliary screw vessel of very strong power, which is now preparing to go out to the same station; there will be then two vessels on the north coast of China, between Hong Kong and Shang-hai. We have done that because we have already established an experimental line from Calcutta direct to Penang, Singapore and Hong Kong.

4894. How long has that been established?—When I say that it has been established, we have no account of the actual commencement of it, but it was to be commenced about the middle of last month.

4895. Is that to be a monthly communication?—It will be according as the company find that the traffic requires it.

4896. Do you expect it to be chiefly engaged in the opium traffic?—I believe that is the principle article to be carried from Calcutta.

4897. Mr. *Divett.*] You have probably heard of some experiments about to be made to test the validity of the opinion of the Admiralty, as against iron steamers for the purposes of war; can you state whether any of those experiments have been made?—They have not yet been made; there is an association in the City who feel an interest in the question, and they have entered into a subscription to defray the expenses of making some experiments publicly in the River Thames, which all the world may see, in order to determine the comparative merits of a wooden vessel and an iron one, as to the resistance of shot; but there have been some impediments, the different preparations have not yet been completed.

4898. Are you of opinion that that restriction of the Admiralty, as respects the use of wooden vessels for the

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packet service, is injurious as concerns the efficiency of the packet service?—My opinion is decidedly so; I can mention, as an instance, that we have been compelled to suspend the constructing of those two ships, which, as I mentioned, were intended to be constructed of iron, to accelerate the Indian communication.

4899. Do you think it is injurious both as respects speed and economy?—I consider it is so, because keeping up wooden vessels is much more expensive; and, therefore, in any contract which the Admiralty might put out for postal services, if it was restricted to the employment of wooden vessels, the terms would be considerably higher than if the company were left at liberty to employ such vessels as they might find best adapted for speed, and for their own purposes.

4900. Are you prepared now to give an idea of the difference of expense which there would be in carrying on the contract by wooden steamers and by iron steamers?—I can give you my own opinion as to the difference of the wear and tear, and depreciation of the hull of a wooden vessel as compared with an iron vessel; I have already stated that we make a reserve of 10 per cent. for keeping wooden vessels in ordinary repair, and five per cent. for depreciation, making together 15 per cent. I consider that, upon an iron vessel, about half of that would be sufficient; I am speaking of the hull of the vessel only; the expense of machinery is pretty much the same in a wooden as in an iron one.

4901. Mr. *Cowper*.] Are not all the vessels that carry the mails between England and North America built of wood?—I believe they are.

4902. Do they not attain a higher degree of speed than the vessels conveying the mails to India?—They do; but the vessels conveying the mails to India are built of wood also.

4903. Have not some of the voyages of Cunard's line from America been at the average rate of 12½ knots an hour?—I am not aware of it; I take it for granted that it may be so.

4904. That being so, the Committee are not to understand you as meaning to say, that the same rate of speed cannot be attained in a wooden vessel which can in an iron vessel?—I consider that, with the same form and power, you may attain greater speed in an iron vessel than in a wooden one.

4905. Then we are to understand that the difference comes

comes to a question of expense, and not of the capabilities of the vessel itself?—I consider that with two equal vessels you would obtain a greater speed with an iron vessel of the very same lines and description of power than you would with a wooden vessel.

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4906. Is that opinion of yours borne out by facts, or is it not rather the case that the fastest vessels have been all built of wood?—I am not aware that that is the case.

4907. May I not quote the "Banshee" as the case of a wooden vessel which has attained a high degree of speed?—The "Banshee" is like any of the vessels that run down to Gravesend, which have nothing studied in them but speed; I believe that if you built an iron vessel upon the very same lines as the "Banshee," you would get greater speed.

4908. Is that opinion of yours borne out by the fact, that of four Holyhead packets the fastest was wood, and the three slowest were iron?—Unless I saw the three vessels, and compared the lines and other matters, I could not give an opinion; my opinion is formed principally by comparing the iron vessels of our fleet with our wooden vessels.

4909. You find that iron vessels are cheaper to maintain than wooden?—Yes.

4910-11. Mr. *H. Berkeley.*] Touching iron vessels, upon which other witnesses have given their opinion, should you agree with them that you can have finer lines in an iron vessel than in a wooden vessel?—I think you can.

4912. Consequently, they must be better for speed than wooden vessels?—Yes; it is not only the lines, but the ship itself is lighter.

4913. And more cleanly?—And more cleanly.

4914. If you were to build a ship expressly for speed, you would prefer an iron ship to a wooden one?—Decidedly.

4915. Mr. *Crawford.*] What is the shortest time in which you contemplate performing the voyage from Southampton to Alexandria in the iron vessels which you have been thinking of building?—Eleven days.

4916. Mr. *Willcox.*] Are you aware that the Chancellor of the Exchequer stated in the correspondence, that in the event of war, steam commercial communication would be more important than ever?—He stated, in a letter which has been before the public in the correspondence with the East India Company, that steam-packets could not be made available as ships of war, because, in case of hostilities, ocean postal communication would become of greater importance than ever.

4917. If

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4917. If it be true that an iron vessel is unfit for war purposes, would not that be an advantage in the event of her being captured by the enemy?—Decidedly, if he could catch her.

4918. Mr. *Cowper.*] Do you anticipate your vessels being captured in case of war?—No; I consider that in the case of such vessels as we should put upon the service, their safety would depend upon their heels; no ship of war could ever come up with them.

4919. Mr. *Berkeley.*] Do not you think that it is a sound principle to make our packets rather to run than to fight?—Yes.

4920. *Chairman.*] Is there anything further that you wish to state to the Committee?—A gentleman who was examined the other day stated that the company's freights were very high; 40*l.* a ton. That is a mistake. The way in which 40*l.* a ton is arrived at is the charge made for small parcels, putting sufficient together to make up a ton; but our freight for bales and cases is only 25*l.* a ton, out of which we have to pay 8*l.* for the transit across Egypt. I may also state that the freights are much more upon the American lines than upon ours. I happen to have in my hand a bill from a Custom-house agent, and also the agent of a private steam company, from which it appears that the charge for a certain parcel by Cunard's line, between Liverpool and New York, is 10*s.* The charge by the Oriental Company for a parcel of a similar size from Southampton to Calcutta, three times the distance, would only be 5*s.*

4921. What was the amount of the capital paid up previously to the Peninsular and Oriental Company undertaking the communication between England and India?—The company consisted at first of merely private individuals; they were not incorporated, nor were they even a joint stock company. Each proprietor had certain vessels; they were all placed upon certain lines, and the earnings were divided; but the company was incorporated after the first contract for carrying the mails to Alexandria, which was the beginning of the line of steam communication to India, and at the time they were so incorporated they possessed, in ships and otherwise, 300,000 *l.*

4922. What additional capital was raised by the issue of shares when they undertook the Indian communication?—The capital was gradually increased in the course of a number of years. But perhaps I may here state one matter connected with that subject. When we got the company incorporated and

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and got this contract to Alexandria, we then made overtures to a party who had already been in the field, who projected the other company, the East India Steam Communication Company, to amalgamate with us, and to join together to carry out the object; which was ultimately arranged. They brought us a list of subscribers consisting of many of the first commercial names in the city, which amounted to 300,000 *l.* The arrangement was, that those parties were to take shares in the Peninsular and Oriental Company to the same amount for which they had subscribed in the former projected company. But all the money that we got out of this 300,000 *l.* of subscriptions by great names amounted to somewhere about 30,000 *l.*; which would have bought about one-third of a ship. I mention this, to show that subscription lists are not always to be depended upon as convertible into cash. We gradually increased our capital from 300,000 *l.* to 1,000,000 *l.* sterling. We had a million called up about five years since, when we took the extended communication to China and Calcutta. We have now issued shares for 500,000 *l.* more, upon which we have had no occasion to call, except for one instalment.

4923. You called that up within the last year?—Yes.

Robert Bain, Esq., called in; and Examined.

R. Bain, Esq.

4924. *Chairman.*] WITH what Firm are you connected in Singapore?—I am a partner in the firm of A. L. Johnston and Company.

4925. For what length of time have you been resident in Singapore?—Ten years.

4926. In your mercantile capacity, are you well acquainted with the mode in which steam communication is at present conducted between England and Singapore?—I have a general knowledge of it.

4927. How many times have you passed between England and Singapore?—Only once between Singapore and England.

4928. What is the present course of post between England and Singapore?—From Singapore to England it is about 100 days, and usually 130 the other way, in consequence of a month being lost by the vessels going to China; sometimes the same vessel takes back the return post, and in that case it is 100 days; but we count upon 130 days.

4929. How many arrivals and departures of the mails have you in the course of the year?—Twelve.

4930. By whom is the service at present conducted?—By the Peninsular and Oriental Company.

4931. What

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4931. What was the character of the vessels employed by the Peninsular and Oriental Company up to the end of 1849?—They were usually considered as slow vessels, requiring a long period to make the passage.

4932. What is their character now?—It is a faster description of ships lately.

4933. You think that there has been a decided improvement of late?—We receive our mails now three or four days earlier than we formerly did; from that I suppose that the speed has been increased.

4934. Do you consider the arrangements of the company to be satisfactory, and such as to meet the postal requirements of the trade of the part of the world with which you are connected?—The speed of the ships is inadequate to what the present state of steam communication would lead us to hope for in *postal* arrangements, to which your question seems confined.

4935. Do you believe, from what you know of the trade of Singapore and the neighbouring countries, that there is sufficient to maintain more than one line of communication?—Judging from the great increase of trade which has taken place latterly, more particularly with Shang-hai, I should be inclined to think that an additional steam line would find employment.

4936. What character of goods do you think would be conveyed by those steamers?—Of course the more valuable descriptions, such as silk, opium, and treasure.

4937. Do you think the passengers that go and return would be sufficient to maintain two lines?—The passengers alone I scarcely think would.

4938. With a grant from the Government for postal communication, such as the present grant?—Judging from the great increase which has hitherto taken place in all communications where the fares have been reduced, I should say that, if the fares were reduced, the passengers would certainly increase; but whether the receipt from passengers would be adequate or not, would depend upon the amount of the grant from the Government.

4939. Taking the grant which is at present made by the Government for the purpose, do you think there would be sufficient to maintain two lines?—I should scarcely think the passengers alone would be sufficient.

4940. You think there would be traffic in certain articles of merchandise?—Yes.

4941. What articles of merchandise do you think would bear

bear the expense of transit?—A large quantity of opium, besides treasures and silk.

4942. Do you consider that the opium would be conveyed chiefly in those steamers?—During the adverse monsoon certainly.

4943. Is there any other point besides Shang-hai to which you think the communication ought to be extended from Hong Kong?—No; I would more particularly confine my evidence to Singapore, from not having an adequate personal knowledge of China; but I should be inclined to think that Shang-hai would be the principal point; it would be some time before anything but a trunk line could be maintained, I think.

4944. Is there much trade between Singapore and the islands of the Archipelago?—A very large trade.

4945. With which islands more especially?—Java, Borneo, Sumatra, the Moluccas, the Celebes, and Bally.

4946. Do you believe that the trade between India and New South Wales has increased much lately?—Yes, there is more particularly a large trade in copper; large quantities passing through Singapore now, besides tea, coffee, sugar, &c. in return.

4947. Mr. *Willcox.*] Does not the opium trade fluctuate very much?—No, I think it is rather a steady trade; it fluctuates in prices, but the same quantity of opium is always carried.

4948. Do you think it will run on equally throughout the whole year?—Yes, because it is divided into equal portions by the government sales; the average quantity conveyed monthly would be nearly alike, therefore.

4949. That is under a recent alteration of the regulations?—Not recent; a couple of years it has been in operation.

4950. Mr. *Crawford.*] The house of Johnston, to which you belong, is the oldest established firm in Singapore?—The first established.

4951. At the commencement of the settlement?—Yes.

4952. From the nature of the trade as carried on between Singapore and China, on the one hand, and India and England in this direction, you think that the present means of communicating only once a month is not sufficient for the requirements of the traffic?—Certainly not.

4953. You have only from Singapore one means of forwarding heavy bulky documents to England?—We have only one monthly means of information of any description.

4954. With regard to the opium sales, you refer only to the Calcutta sales, not to the Bombay sales?—Yes. From Bombay

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bay it usually goes direct. The trade in opium from Singapore has fallen off greatly.

4955. You alluded to the trade in copper with Australia; is there not also some trade in horses?—Horses are frequently brought, but nothing of any great consequence; but there is no doubt that the East India Company would be anxious to avail themselves of such means. I have seen agents pass through Singapore, for the purpose of purchasing horses in the colonies.

4956. You have a good deal of communication with Batavia?—Yes.

4957. How do the Dutch Government of Batavia receive their European despatches?—There are mails now made up in boxes, and delivered over unopened, under some special arrangement with the Government, to the Dutch steamer sent monthly to Singapore for these mails.

4958. You know the communication with Java?—Yes.

4959. How often do they land passengers between Batavia and Surabaya?—I think only once a week, by steamer; but I have not been in Java recently.

4960. With regard to the trade between Singapore and China, you consider that it would be a valuable adjunct to the income of any company?—Certainly.

4961. You have alluded to the opium that goes from Calcutta and from Bombay to China; I presume the returns for that opium generally consist of silver?—Yes; sycee silver and dollars, but frequently in bills.

4962. Upon which the freight is one per cent.;—It is one half per cent. from Hong Kong to Singapore.

4963. Is that the freight charged by the Peninsular and Oriental Company?—Yes.

4964. What rate of freight do they generally charge for opium conveyed from Singapore to Hong Kong by their vessels?—Six dollars in the fair, and ten dollars in the adverse monsoon.

4965. Mr. *Willcox.*] Are you aware that there is now a communication twice a month with Singapore?—I left Singapore on the 9th of April, and there was not then; but I have seen from the papers that there is another vessel since that time.

4966. If that has been established, do you think that more would be required than that?—No; I think a bi-monthly communication will be sufficient, if properly conducted.

Jovis, 26° die Junii, 1851.

MEMBERS PRESENT.

Viscount Jocelyn.	Mr. H. Berkeley.
Mr. Henry Currie.	Mr. Bright.
Mr. Willcox.	Mr. Crawford.
Mr. Divett.	Lord Naas.
Admiral Bowles.	Mr. E. H. Stanley.
Mr. Cowper.	Mr. Plowden.
Mr. Corry.	Mr. Mangles.
Mr. Jas. Wilson.	

VISCOUNT JOCELYN IN THE CHAIR.

Harrison Watson, Esq., called in; and Examined.

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4967. *Chairman.*] ARE you engaged in commercial operations with the Cape of Good Hope?—I have been resident there nearly 20 years, as a member of the firm of Thomson, Watson & Company.

4968. What is the nature of the trade between the Cape of Good Hope and the Mauritius?—Supplies of cattle, salted meat, and grain, flour and other articles of provision, are sent from the Cape to the Mauritius, in exchange for sugar and other productions of that island, to a considerable extent.

4969. What is the character of the trade between the Cape of Good Hope and India?—The exports from the Cape to India are of less magnitude than those to the Mauritius; but on the other hand, it imports the rice teakwood, and other productions of India; and tea and other articles from China to a considerable extent.

4970. Do you know at all the average number of vessels that are annually employed in the trade between the Cape and India?—I am unable to say directly; the traffic is carried on by such occasions as occur in the vessels trading outwards and homewards to and from Great Britain.

4971. Is there any direct trade between the Cape and China?—Perhaps not half a dozen vessels in the course of the year; the bulk of the trade being carried on by vessels in their voyages outward and homeward from Great Britain.

4972. Do

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4972. Do you think a steam communication between the Cape, the Mauritius, and the ports of India, would act beneficially upon the trade?—I think it would; because I think the establishment of a regular mode of communication would have the effect of equalising all those fluctuations in market prices, which generally arise from the uncertainty of advices and commercial reports of what is going on in one country from another.

4973. Do you believe that the establishment of such a line would be possible to be maintained without the assistance of Government?—At first, probably not; but I think it would lead to an increase of both passengers and commercial traffic, which would eventually enable it to be maintained without much assistance from Government.

4974. Do you know at all what the extent of passengers is to the Mauritius between those different points, whether it is considerable or not?—I have no means of judging; it is so irregular that I could have no means of ascertaining it with any degree of correctness.

4975. Admiral *Bowles.*] Do you think that the Mauritius and the Cape would be inclined in concert to establish, at their own expense, branch steamers between the Mauritius and the Cape?—All I can say is, that I think the commercial community of both places would be ready to render every aid they could towards the establishment of such a communication.

4976. *Chairman.*] Have you heard whether any such proposition has been made by the community of the Cape to assist such a line?—I cannot speak positively upon that subject; I think the question was agitated some time ago, but what was the result I am unable to say.

4977. You do not, I think, speak for the Mauritius; you confine your statements to the Cape?—I can speak so far with regard to the Mauritius, that my opinion is that some aid was proposed by the Mauritius towards the establishment of such a communication.

4978. But you do not know to what extent?—No.

4978*. Admiral *Bowles.*] What would be the length of the passage by steam between the Mauritius and the Cape?—From 10 to 12 days.

4979. *Chairman.*] And from the Mauritius to Ceylon?—I hardly know; about the same, I think.

4980. What is the average length of time now in the voyage of a vessel from the Cape to Ceylon?—From six weeks to two months.

4981. What

4981. What character of vessel would be requisite to carry on the trade between the Cape and Ceylon; are screw steamers applicable to the purpose, and more so than paddle steamers?—I should apprehend so, although my nautical knowledge does not extend sufficiently to be able to give an opinion.

4982. But with respect to steamers which would be adapted for the carrying of the merchandise, you consider the screw would be decidedly the best?—Yes.

4983. Do you consider there would be any extent of passengers conveyed by that line?—Between the Cape and the Mauritius a very considerable extent, and also between the Cape and India; to Ceylon, perhaps, not so much.

4984. It is understood that a proposition was made to open a line of steam communication between the Mauritius and Aden; which do you believe would have the best effect, Aden or Ceylon?—Ceylon, I think, decidedly.

4985. Mr. *Crawford.*] You state that rice and teak wood form the chief articles of trade between Calcutta and the Cape; I presume they are not articles which of themselves could afford to pay steam freight?—I spoke of them as articles of merchandise; the steam freight would be a very much more expensive mode of importing than by sailing vessels.

4986. Then it is the greater certainty of advices rather than any increase of accommodation in carrying goods, that you rely upon for supporting such a line?—The greater certainty of advices.

4987. Mr. *H. Berkeley.*] You are very anxious to have regular postal communication?—Quite so.

4988. Mr. *Divett.*] Do you know much of the coasting trade of the colony at the Cape?—I have had experience in it.

4989. In what class of vessels is it carried on?—At present in small vessels, ranging from, perhaps, 150 to 200 tons, which are calculated to take the bar harbours.

4990. Do those vessels run from the Cape to Natal?—Yes, frequently.

4991. Constantly?—Constantly.

4992. You spoke of the trade between the Cape and the Mauritius being in general articles of agricultural produce?—Yes.

4993. Are those articles carried from Cape Town or from ports more eastward?—Some from Cape Town, some from Port Elizabeth, and the others from Natal.

4994. But as far as Cape Town is concerned, is a large proportion

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proportion taken from Cape Town or not?—The larger portion from Cape Town, because grain and other products are there procurable to a greater extent.

4995. From what part is the larger portion of meat and cattle?—Cattle from Natal and Algoa Bay, because they are more contiguous ports.

4996. How is the trade of the Cape as respects corn, at this moment; is it an importing or exporting country?—It does both; it exports a very superior article, and imports a more inferior one.

4997. But it sometimes imports a very superior article in the way of grain, does it not?—It can import nothing better than it grows.

4998. Have you seen anything of Australian corn in the Cape markets?—I have.

4999. What will it fetch?—I cannot say; but it is never imported, except when it is supposed to be saleable at a price to pay the importer from Australia.

5000. Are you not aware of the fact, that cargoes of Australian corn coming from Australia to England, have been sold at the Cape, because the price there was much higher than in England?—I am aware that that has happened on extraordinary occasions.

5001. Is there a great fluctuation in the production of the Cape as to corn?—A great fluctuation.

5002. In the productive years, it is exported?—Yes; and even in those very same years, it is also imported.

5003. They are in the habit of exporting corn to the Mauritius, are they not?—Yes.

5004. The Mauritius is not a very fluctuating market, is it?—It is the same as all other markets, depending upon the relative positions of demand and supply.

5005. The Mauritius market is not fluctuating, inasmuch as the Mauritius imports almost everything it consumes, and it exports almost all its own productions?—Nearly so.

5006. Then looking at the probability of a communication by screw steamers being established between the Cape and the Mauritius, do not you conceive that that might be made the means of very materially aiding the coasting trade of the colony, by touching for instance at Natal, and then running to the Mauritius?—Undoubtedly; it would have the effect first of making the trade in connexion with the Cape more immediate, and supply the wants of the Mauritius market.

5007. Is there not considerable difficulty as to the communications by land at the Cape, between the Cape and the more eastern

eastern districts?—Not so much so as there was formerly, for they have been making roads lately, and the interior parts of the colony are more accessible than they were. *H. Watson, Esq.* 26 June 1851.

5008. There has been no communication by steam on the coast, has there?—There has been steam communication for the last 10 years between the Cape and Algoa Bay.

5009. And with Natal?—No, it did not extend to Natal; I think perhaps one or two voyages may have been made to Natal, but not constantly.

Mr. *Robert M'Kerrell*, called in; and Examined.

5010. *Chairman.*] HAVE you been resident at the Mauritius?—I was for seven years. Mr. *R. M'Kerrel.*

5011. How long have you returned?—Three years.

5012. Are you connected with any house of business there?—I am a partner in the firm of Scott & Company at the Mauritius.

5013. Then you are acquainted with the trade between Mauritius and India?—Yes.

5014. Your house is connected with that trade?—Yes.

5015. Will you state to the Committee the character of that trade?—The Mauritius depends entirely upon India for the supply of food for the labouring black population; we get from Calcutta I dare say 500,000 bags of rice yearly, besides gram, dhol, ghee, oats, wheat, and various other things; in fact, we depend upon Calcutta for the supply of food for the whole of the coloured population.

5016. Will you state roughly what the imports and exports are to and from India?—In 1847 the imports from Calcutta amounted to 354,000*l.* sterling; in 1848 they amounted to 391,000*l.* sterling; and in 1849 they amounted to 293,000*l.* sterling.

5017. Mr. *Bright.*] Do you know what caused that great falling off?—It may have been that the articles were cheaper.

5018. In 1847 and 1848 the price of rice doubled, did it not?—It may have been higher.

5019. Do not you know that as the fact?—No, I do not.

5020. Are you not aware that during the famine in Europe the price of rice rose enormously?—The rice we get at the Mauritius does not come to Europe generally.

5021. But if there should be an extraordinary demand for rice in England, that would affect the price of rice of course at Calcutta and the Mauritius?—No doubt.

5022. Are you able to say whether the nearly 400,000*l.* of

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1848, or the 293,000 *l.* of 1849, may be taken as the average importation; you would say the smaller sum, probably?—No; as to the quantity, I can speak more correctly than as to what caused this discrepancy in the price; the monthly consumption of the colony is 38,000 to 40,000 bags of rice, which they must have, whatever the price is.

5023. Mr. *Divett.*] Are you prepared to go a little further, and give the Committee some other statistics as to the imports from elsewhere, and likewise the exports to other places?—I have merely got for Calcutta the rice and the specie.

5024. Then you are not prepared to give the Committee any others?—I could some, but not generally.

5025. I am speaking generally of the Mauritius trade to Vancouver's Island, for instance?—I have not those statistics, although I could give a general opinion upon the subject; but I am not prepared with these statistics.

5026. *Chairman.*] Do you receive much specie from India?—At times we receive a great deal. In 1847 I find that we received 216,000 *l.* worth of specie from Calcutta, Madras, and Ceylon. In 1848 we only received 26,000 *l.* worth, but in 1849 we received 214,000 *l.* worth of specie; and as this supply of coin tends to regulate our exchanges, and to enhance the value of our sole export, sugar, it is another reason why a regular and speedy communication with Calcutta is of so much importance to the colony.

5027. Mr. *Bright.*] Have you no regular communication between the Mauritius and India now?—Merely by sailing vessels.

5028. Are they packet vessels, which sail at fixed times?—No, cargo vessels.

5029. *Chairman.*] How is your post conveyed?—We write to India by the sailing vessels generally; we sometimes write to India, and direct the letters to Ceylon, and let them go on by the steamers, but it is chance work whether they get up sooner.

5030. How is the post to England conveyed?—The post to England now is by way of Ceylon. We have small schooners which run up to Ceylon and take the letters; they merely carry letters, and perhaps two or three passengers; but it is an expensive mode of communication, and a very inefficient one, for I dare say four or five months in the year they arrive too late for the steamer, and the consequence is our letters are three months coming home.

5031. What is the average length of passage from the Mauritius round the Cape of Good Hope to England?—The average

average I should say would be 100 days, taking the good and bad vessels; the better class of vessels do it in 80 days.

5032. Have you got there a statement of the exports to England from the Mauritius?—No, I have not; but I could easily furnish the exports of sugar, which is the only article the Mauritius exports to England.

5033. There is no coffee grown in the Mauritius, is there?—No; at least very little, and which is consumed in the colony.

5034. Mr. *Bright.*] How do you make the returns to India for the supplies you get there?—Gold and rupees, and bills.

5035. What is the estimated population of the Mauritius?—About 160,000.

5036. That includes all?—Yes, I believe the whole; about one-third are Indians; one-third descendants of emancipated slaves; and one-third French creoles and Europeans.

5037. *Chairman.*] Is the colony of Mauritius dependent upon India for its labouring population?—Entirely, at present.

5038. Have you any calculation of the number of coolies imported for the last two or three years into the Mauritius?—About 6,000 annually come down.

5039. How long do they remain generally in the colony?—They get a free passage to the Mauritius upon the promise to remain five years; but they have not done it, and it has not been enforced.

5040. From what part of India are they supplied?—Hitherto chiefly from Calcutta; but they may now come to us from Madras.

5041. Are they Bengalese?—They come from various parts of India.

5042. Are they of low caste?—Yes; the lowest caste, I should say.

5043. Do you consider regular steam communication between the Mauritius and Ceylon with Madras and Calcutta of great importance?—I should say so.

5044. In what important way would it affect the trade?—In the first place, it is of very great importance to the Mauritius to have a regular communication with Calcutta, as we depend upon Calcutta for the supply of food and labour, and receive so much specie from India; and moreover, a quick and regular communication would make the colony better known, and I should hope more cared for, than it has hitherto been. Then again, any Acts passed by the Legislative Council, however urgent, are not valid until they have been sent home and approved of by Earl Grey; therefore, the sooner

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we can get them sent home and out again the more advantageous to the colony. Hence it is of the utmost importance also to us, to have a speedy communication with Great Britain; besides that, it is the point where all our sugar is sold.

5045. How long are letters at present reaching the Mauritius from England?—They are about two months by way of Ceylon.

5046. And as to the reply to letters: what is the course of post?—If those little packets are regular we may get an answer in four months; but if they miss the steamer, which often happens, we are five months.

5047. Are those packets monthly?—Every month.

5048. Do they often miss the steamer?—At one season of the year; viz. November, December, and January they constantly do.

5049. How long are letters reaching the Mauritius from Calcutta?—In some months we get letters in a month, at other times it is nearly two months; the average is from 40 to 45 days.

5050. And then within the course of post the reply to them is about double that?—Yes.

5051. Can you state to the Committee what has been done at the Mauritius in reference to steam communication?—Nothing has yet been done with reference to steam communication with India, but last autumn the Legislative Council voted 12,000 *l.* for steamers to Aden, to give us a postal communication with Great Britain by way of Aden.

5052. Can you state any particular circumstances connected with that proposal to the Committee: was not there a house in the Mauritius which proposed to carry out the communication?—Yes; it was proposed by Messrs Blyth, Brothers & Co., of Mauritius?—They are large shipowners.

5053. Did they propose to effect it for 12,000 *l.*?—Yes.

5054. Why was it not carried out?—The Legislative Council voted it, and it was sent home for the approval of the Colonial Office; but, as far as I understand, the Colonial Office have not yet approved of it; it is in abeyance. This sum was voted, not that the colony thought that that was the best communication they could have, but because it was the only communication they saw then that they could get.

5055. Was that stated to the Legislative Council at the time?—Something very much to that effect was stated.

5056. Do you happen to recollect a discussion which took place in the Legislative Council upon the subject; have you got the papers by you?—I have an account here of the discussion which took place in the Legislative Council.

5057. Do

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5057. Do you recollect whether it was stated in the Legislative Council that the reason they agreed to vote for that line to Aden was on account of there being no other proposal before them at the time?—Not exactly. At the time that this vote was given for the line to Aden the Council had also under consideration a proposal from the General Screw Steam Company to lay on a steamer to connect us with the Cape of Good Hope and Ceylon, and the discussion of both those proposals occurred at the same time in Council; and when this matter was discussed, I find that the party who proposed on behalf of Messrs. Blyth, Brothers, to establish this line to Aden, stated, with reference to the proposal of the Screw Steam Company, "Que la compagnie qui compte établir cette ligne n'existe même pas;" which, no doubt, tended to influence the decision of the Legislative Council, and to their giving Aden the preference over the other line; but, the General Screw Company had not offered us a communication with India; they had merely offered us a communication from the Cape to the Mauritius, and from the Mauritius to Ceylon.

5058. *Do you believe that the line to Ceylon would give equal satisfaction to the colonists with the proposed line to Aden?*—It would give much more satisfaction; what the colony wants is a double line, a cheap and expeditious passenger and postal communication with Great Britain by way of the Cape, and a connexion with India, and also Great Britain by way of Ceylon.

5059. Do you imagine that the communication would be more rapid between the Mauritius and England *viâ* the Cape, than the communication to England *viâ* Ceylon?—They would be much the same. I think *viâ* Aden would be rather quicker.

5060. But *viâ* Ceylon?—About the same as the Cape, 40 days.

5061. Can you speak as to the trade between the Mauritius and the Cape?—The Cape sends us various things, bullocks, and sheep, and butter; they used to send us formerly wheat and oats, and flour, but they have ceased to do that for some time past, and in return we give the Cape sugars.

5062. Mr. *Divett.*] Is it since the closing of the communication with Madagascar that you have had cattle from the Cape?—We used to get them always, but it has increased very much since the closing of the Madagascar trade.

5063. Do you get any cattle from Madagascar now?—It recommenced about six months ago.

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5064. Do you get any other imports from Madagascar now?—Not at present.

5065. *Chairman.*] Are there any other articles of trade which you have not enumerated in the Indian trade with the Mauritius, or the trade which takes place between Ceylon and the Mauritius?—Ceylon sends us coffee, coir, and rope.

5066. Can you state the amount of postage obtained by the revenue in the Mauritius for sea-borne letters?—In 1850 the letters and newspapers averaged about 10,000 a month, and I see by the budget that the post-office paid into the Treasury about 3,000 *l.*

5067. Admiral *Bowles.*] For what time?—For the whole year. I conclude that was after paying all the expenses.

5068. If you had to make your own arrangement for steam communication as respects the Mauritius; what line would you recommend?—There is no question that the general opinion in the colony is, that the line which would benefit the colony most is a steam communication, *viâ* the Cape, with Great Britain, and a steam communication from the Mauritius to India. I hold in my hand a report of the Chamber of Commerce upon this very point; I have also here a report of the Legislative Council, in which they touch upon the very question now asked me.

5069. *Chairman.*] Is the report of the Chamber of Commerce long?—It is rather long, because they examined the three lines.

5070. Please to deliver it in. (*The Witness delivered in the same.*)

Vide App.

5071. You think there is already a disposition manifested by the Legislative Council of the Mauritius to contribute towards steam communication?—The Chamber of Commerce recommended offering 15,000 *l.* to the General Screw Steam Company, for a line from the Cape to the Mauritius, and the Mauritius to Ceylon; the Legislative Council did not sanction that, but voted 12,000 *l.* for a line to Aden.

5072. Will you just give the substance of the proposition of the Legislative Council?—They did not agree with the Chamber of Commerce. This is what they say: "The Committee are not prepared to recommend the adoption of the above proposal of the Chamber of Commerce, and to pay 15,000 *l.* a year for merely a postal communication with the Cape and Ceylon, nor that of the petitioners, who desire that the present arrangements should remain in *statu quo.* They are of opinion that the Council should lose no time in endeavouring

deavouring to effect a regular communication by steam 'with Europe and India,' and should renew its representations to the Secretary of State as to the importance of the measure, and the general desire of the colony to see it quickly brought into operation." That is the second paragraph of the report.

5073. I understand by that, they they do not express any readiness to contribute any proportion towards the expense?—Not in this paragraph; they do not.

5074. Then is it your opinion that if a scheme were prepared and proposed which was palatable to the Mauritius, the Legislative Council would feel no objection to pay their proportion of the expense?—I should certainly say there would be no objection, considering that they have already voted 12,000 *l.* for Aden, a line which does not meet the wants of the colony; and besides, when this question was discussed in the Council, Sir George Anderson, our late excellent Governor, suggested that 15,000 *l.* should be given to the Screw Steam Company for the double line.

5075. How long has this proposal of the Legislative Council been under the consideration of Her Majesty's Government at home?—Since last December; I think the despatches must have arrived home last December.

5076. Mr. *Divett.*] Do you know anything of the ports of Madagascar?—No.

5077. Do you know from what ports you get the cattle now?—Those arrangements with Madagascar are so very new, that I have not exactly followed them; the Queen of Madagascar, it appears, granted the monopoly to a Frenchman of the right to export cattle, and I am not sure whether that monopoly has ceased.

5078. Do you know from what part of the island it is?—From the Port of Tamatave.

5079. You know nothing of the coast of Madagascar?—No, I do not.

5080. Is there much communication between the Mauritius and Bourbon?—Not a great deal; there is more since the navigation laws have been changed, because the French vessels from Nantes come to the Mauritius, and sell any part of their cargo they can dispose of profitably, and then go on with the remainder to Bourbon; this has very much increased the communication between the Mauritius and Bourbon within the last year.

5081. But independently of that, there is not much regular communication?—Not a great deal.

5082. Mr.

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5082. Mr. *Bright.*] Then that greater frequency of communication has been advantageous to the colony, I suppose?—Advantageous to the colony, but not to the merchants; it has entailed heavy losses upon them, but to the colony in general it has been advantageous, that is, to the consumers.

5083. Mr. *Divett.*] How is Bourbon served with post for its letters?—I know very little of Bourbon; I believe it is very much in the same situation as we are, in that respect.

5084. Does it get its letters through the Mauritius, or direct?—It gets its letters direct.

5085. By French vessels?—Yes.

5086. *Chairman.*] Have you heard of any offer being made by the French Government to contribute to a line of steamers between this country and the Mauritius, on the condition that they should stop at Bourbon?—No; it may be, but I have not heard anything of it.

5087. Admiral *Bowles.*] Do you know at what the whole expense was estimated of the communication from the Cape *viâ* the Mauritius to India?—No.

5088. Mr. *Crawford.*] Can you state the relative distances between the Mauritius and Aden, and the Mauritius and Point de Galle?—I think Aden is about 500 miles further.

5089. As much as 500 miles?—I think so.

5090. Lord *Naas.*] Are there not certain seasons of the year at the Mauritius, when the communication with India is almost cut off?—The communication is very long during the adverse monsoon for vessels coming down; vessels take perhaps two months coming, but it does not prevent their coming.

5091. They beat down?—They beat down.

5092. Still, at that time of the year, the establishment of a steam communication would be of the greatest value?—But it so happens that at that season of the year they have another inducement for coming down, for they are sure of getting a sugar freight home.

5093. But still the communication is very much longer?—It is longer; it is two months, whereas in the good season it is one month.

5094. Is Mr. Blyth a large shipowner himself?—He is a large shipowner.

5095. Then I suppose he would be naturally anxious for the establishment of the Aden line?—I really do not know; it was proposed in his name; I am not aware.

5096. Mr. *Divett.*] Are you aware of the nature of the emigration that is going on at the present moment between India

India and the Mauritius, or on the return of the coolies?—It always goes on; there is a Government agent in Calcutta who takes care of them, provides suitable vessels and food, and so forth.'

5097. Is that going on now?—Constantly.

5098. Do they return very soon after the completion of their engagement?—They did at first; it depends upon the quantity of money which they earn or save up; when they have saved up what they think is a competency, they are anxious to return.

5099. The rule is rather one of returning than of staying; they do not become permanently located in the Mauritius?—No, not permanently, though I am happy to say the quantity that remain is increasing, not diminishing.

5100. Mr. *Bright.*] Are there many women brought from India?—The Government have turned their attention a good deal to that; there are not so many perhaps as might be wished; in fact, it appears the women have rather an objection to leave their own country.

5101. *Chairman.*] Do any of the coolies who come over bring their wives with them?—Yes.

5102. Mr. *Crawford.*] It appears by the chart that the distance between the Mauritius and Ceylon, is as nearly as possible the distance between the Mauritius and Cape Guardafui?—I have always understood it is about 500 miles further.

5103. If that assumption be correct as regards the overland communication, the people of the Mauritius would be worse off by going round by Ceylon to the extent of the length of the voyage from Cape Guardafui to Ceylon, besides detention there?—We should get our letters certainly quicker by way of Aden, but the communication with Aden would be mainly a postal communication. As far as a passenger communication is concerned, it is only very few who could avail themselves of it; first, it is so very expensive, and then, on arriving at Aden, they have no certainty of going on by the Calcutta steamer.

5104. Why cannot you get on by the steamers?—They arrive constantly full, and if you take your wife and family with you it is very embarrassing; they cannot put up with the accommodation which a single man can, and therefore, as far as the passenger communication goes, the Aden line is of no value to the Mauritius generally, being too expensive and too uncertain.

5105. Then the general experience of the people of the Mauritius

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Mauritius is, that they cannot get such accommodation as they would wish to have upon joining the Peninsular and Oriental Company's vessels at Aden or Ceylon?—That is the general impression.

5106. Mr. *Cowper.*] What is paid by the Government of the Mauritius at present for the conveyance of letters?—It is so much a voyage; they have bought, I think, three little schooners, and they sometimes charter and pay so much for the run.

5107. Do those three schooners run only to Ceylon?—Merely to Ceylon, and bring back the mail; they are very uncertain.

5108. Do they carry the French letters as well?—No.

5109. Can you state how the letters are carried to Bourbon?—I do not know; any letters that come by the Mauritius are sent by the sailing vessels which go. I am not aware that the people in France write by way of the Mauritius to Bourbon; they write, I believe, direct.

5110. Lord *Naas.*] Then the French letters to Bourbon, I suppose, go round the Cape?—Round the Cape.

Mr. *W. J. Cooper* called in; and Examined.

Mr. W. J. Cooper.

5111. *Chairman.*] WHAT part of India are you acquainted with?—Calcutta.

5112. Any other part?—I have been resident in Calcutta for some time, but I am also very well acquainted with Ceylon; I have been also to the Cape, as well as the Mauritius.

5113. Madras?—Madras besides.

5114. Are you engaged in trade?—Yes.

5115. What firm do you belong to?—Cooper & Company, of Calcutta.

5116. Are you aware whether the present steam communication is adequate to meet the wants of the part of India with which you are connected?—Yes.

5117. It is sufficient you think?—Yes; I should think it would be sufficient, but the wants are growing to a certain extent. I speak merely of Calcutta. After the steam-boats leave Calcutta for England, they have to take in on their route passengers from various places; so that I merely speak of what I know relating to Calcutta, with regard to the passengers they take on board there. They are never full when they leave Calcutta; they always appear to have abundance of accommodation, but I do not know the state they are in when they arrive in England.

5118. Are

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5118. Are you aware that any proposition has been made for a line of steamers round the Cape, touching at the Mauritius?—I have heard of some such project as that.

5119. What would be the effect of it upon the mercantile interests of Calcutta; would much freight be carried by those vessels?—I should think a good deal would depend upon the point they would leave in England, and where they would return to.

5120. How do you mean, a good deal would depend upon the point they would leave?—The article of silk, for instance, and the article of indigo, are almost entirely sent from Calcutta to London; and therefore, if the vessels were to leave London for the Cape of Good Hope, and thence on to Calcutta, and were to return again to the same points, the probabilities are that they would get a large portion of that branch of trade.

5121. Do you believe that those are articles that would bear the freight?—Those articles would bear the freight very well indeed.

5122. Are you aware what proportion of the passengers who leave India annually now go round by the Cape of Good Hope; can you give a rough guess?—I should think two-thirds go round the Cape, because many of them are composed of children, and officers and their wives, and so forth, who go in sailing ships.

5123. Is that owing to the cost of the present steam communication for passage?—Owing to the greater convenience. I have heard several persons who returned from Calcutta state the reason of their selection of the Cape route to be in consequence of not having to go overland by way of Suez, and over the Desert.

5124. Mr. *Bright.*] Does that operate chiefly in the cases of ladies and families?—More generally in that way than in any other way.

5125. Are you aware whether families do ever, or frequently, go overland?—Very seldom indeed, from my experience, though I have been several times that way; I have occasionally seen ladies, but I have seldom seen children accompanying them.

5126. *Chairman.*] Has your house any commercial dealings with the Mauritius?—Yes.

5127. To a considerable extent?—Not to a considerable extent; we do occasionally business for Messrs. Blyth there, and we have also other regular business there.

5128. Are you aware of what the opinions of the colonists of the Mauritius are as regards steam communication; to what

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what points in India they wish it effected?—I am not able to say what their exact views are upon the subject at all.

5129. Mr. *H. Berkeley.*] You have spoken about the accommodation of the vessels from Calcutta, are you aware that it is sometimes necessary to book a passage three months before the vessel starts?—There are particular seasons of the year when there is a greater preponderance of people coming to England than at other seasons of the year; people wanting to come to England generally make a selection of a particular season to come; they get rid of the hot season, and they get to England at a nice time.

5130. Lord *Naas.*] When did you come home?—About two years ago.

5131. Did you come overland?—Yes.

5132. Mr. *H. Berkeley.*] Are you an agent of the Peninsular and Oriental Company?—No; I have no connection whatever with steam-boats, either one way or the other.

5133. How long has your house been established?—About three years.

5134. Mr. *Bright.*] How often have you been the overland voyage between this country and India?—I have been three times, one entire passage and a half.

5135. Mr. *H. Berkeley.*] How long has your residence been in Calcutta?—I was in Calcutta in 1835, and I was in Calcutta part of 1847, and part of 1848.

5136. Altogether, what has been your residence there?—My residence in Calcutta has not been very long, perhaps not exceeding altogether more than two years.

5137. Off and on, not together?—Not together.

Mr. *James Stuart*, called in; and Examined.

Mr. *J. Stuart.*

5138. *Chairman.*] ARE you engaged in trade in Calcutta?—Yes.

5139. To what firm do you belong?—Gordon, Stuart & Company.

5140. How long were you in Calcutta?—Upwards of 10 years.

5141. When did you leave?—In February last.

5142. How did you come home?—Overland.

5143. By one of the Peninsular and Oriental Steam Company's vessels?—Yes; by the "Hindostan" and the "Ripon."

5144. Have you any observations or suggestions to make to the Committee with reference to steam communication with India?—I think that the steamers employed should be of sufficient

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sufficient power to give us our letters in Calcutta by the 1st of each month, which would afford ample time for the merchants to reply to their letters, and that can easily be done, because it has been proved by some of the steamers at present employed; we have frequently had our letters by the first, at other times not.

5145. Do you consider the average speed at which the passage is now performed is sufficient?—The speed at which it has sometimes been performed, I consider sufficient.

5146. Do you know what the contract speed is?—No, I am not aware.

5147. What was the average speed of the "Hindostan" on her voyage home?—Between 10 and 11 knots.

5148. What month was it you came home in?—In February I left Calcutta.

5149. What kind of weather had you?—We had very favourable weather indeed; occasionally we steamed as much as 13 knots.

5150. How many days were you between the point of departure and Suez?—We were 23 days from the Pilot to Suez; that included the stoppage of about 40 hours at Aden, waiting for the Bombay steamer, besides the usual stoppages at Madras and Point de Galle.

5151. How long did you stop at Madras?—Twenty-four hours.

5152. And at Galle?—Twelve hours.

5153. Were the passengers numerous?—There were a great many passengers that voyage.

5154. Do you remember the number?—I do not know the exact number, but of about 100.

5155. From Calcutta?—No, not so many as that from Calcutta.

5156. But that number of passengers afterwards?—After leaving Galle I mean.

5157. Were you comfortable on board generally?—Very much so indeed.

5158. Do you think a semi-monthly communication is required with England from Calcutta?—It would be a great accommodation of course, the oftener you give us a communication the better we should be pleased; but if the inland postage from Bombay were reduced to a moderate charge, I believe that the merchants generally would be quite satisfied with one direct communication to Calcutta, and one *vid* Bombay; at present, the postage charge from Bombay is

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is so high as to make it a matter of importance in postal communications.

5159. You are speaking of the land postage?—The inland postage from Bombay to Calcutta.

5160. What is it upon a half-ounce letter?—Upon one toller letter, which is a little under half an ounce, the charge is 14 annas, which is 1 *s.* 9 *d.*

5161. Mr. *Divett.*] Do you see your way to a reduction of that postage, considering the difficulty of the route?—There was a Committee appointed before I left Calcutta upon that subject; they had nearly finished their labours, I believe; the report had not gone in when I left Calcutta, but it was expected very shortly to be sent in to the Government.

5162. Do you know anything of the nature of that report?—No; except the general report that it was in favour of a great reduction of the postage.

5163. A reduction of the postage, and likewise any improvement in the communication?—I have no doubt it would embrace that.

5164. You do not know that?—No.

5165. From your knowledge of India, can you suggest any mode by which the communication could be much improved?—No, I have not turned my attention to that.

5166. *Chairman.*] Do you think once a month direct from Calcutta to China sufficient?—I should think quite sufficient at present.

5167. Taking into consideration the large amount of traffic in opium there is upon that line?—We have never had any direct communication from Calcutta to China, and we should be quite satisfied with a small thing at first; perhaps once a month would be sufficient, I think.

5168. You are speaking of the line direct from Calcutta to Singapore?—I am speaking of the line direct from Calcutta to Singapore.

5169. When you were there, that line was not established?—No.

5170. Mr. *Divett.*] I presume you mean that you would be satisfied with once a month, as contradistinguished from not having it at all?—Yes.

5171. But you would be satisfied better with once a fortnight?—Of course the more communication you give us the better we should be pleased.

5172. Mr. *H. Berkeley.*] I presume when you say that, you are speaking merely for yourself, and not speaking the opinion of the merchants of Calcutta?—I am speaking my own

own opinion, and I know that coincides with the opinion of many others there.

5173. Are you aware that it does not coincide with the opinions expressed by others before this Committee?—I have not seen their evidence; I do not know.

5174. Mr. *Crawford.*] Have you not been informed of the nature of their evidence?—No.

5175. You stated that in your voyage from Calcutta to Suez, you made an average speed of 10½ knots; are you not aware that in the month of February it is a fair wind all the way nearly from Calcutta to Suez?—I said we had favourable weather altogether.

5176. Yes; but of all months of the year, is not that the month in which you are most likely to meet with a fair wind down the Bay of Bengal and up the Red Sea?—On the contrary, all down the Bay of Bengal we had a head wind nearly all the time.

5177. Is it not the month in which the traders generally sail from Calcutta to the Red Sea, and the pilgrims also, and so on?—I think they generally start earlier.

5178. What is your business in Calcutta?—A merchant.

5179. And agent?—Yes.

5180. Are you engaged in the China trade yourself?—No.

5181. Then you do not know the requirements of the China trade at all?—No; not more than the general question of correspondence with China.

5182. Upon what ground do you base your opinion, knowing nothing of the trade, that one steamer a month would be sufficient?—I did not say that I knew nothing of the trade.

5183. If you are not engaged practically in the trade, upon what grounds do you form that opinion?—I form my opinion a good deal upon what others who are conversant with the trade have said; we have frequently discussed it in Calcutta; we were very anxious some time ago to induce the Government to give facilities for a communication direct from Calcutta to Penang for the China letters.

5184. Is the business which you are interested in, business with this country?—Partly so.

5185. You receive consignments, I suppose, from this country?—Occasionally.

5186. It is the custom, I believe, to forward all documents of a heavy nature, which in mercantile language are called shipping documents, by the Southampton route generally?—

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If it could be done it would generally be so; sometimes we cannot do it.

5187. It is generally the custom for persons effecting their remittances from Calcutta to this country to take the security of the shipping documents for the produce shipped?—Very much so.

5188. When practically the opportunity of making your remittances, if the bills are to be accompanied by the shipping documents, is restricted to once in the month?—No. I understood your former question to refer to documents going from this country; documents coming from India, accompanied by bills, would generally be sent by Marseilles, the bills being drawn in so many months after sight are usually forwarded by Marseilles, as being the more expeditious route.

5189. Is it not the practice in Calcutta, upon the receipt of shipping documents for goods shipped from this country, to raise money upon them from the banks, and so forth?—I do not think it is now.

5190. Mr. *Berkeley.*] Are you quite certain that the general feeling of the merchants in Calcutta is that of preferring a monthly to a bi-monthly accommodation?—No, not at all.

5191. Then what does your evidence amount to?—That we would be perfectly satisfied with once a month, but that we should be better pleased if we could get the communication oftener.

5192. What is the opinion of the merchants of Calcutta?—The oftener we can have a direct communication the better; if it were a daily one so much the better.

5193. Mr. *Divett.*] Do you know anything of the trade to the Red Sea, which has been alluded to?—No, I do not know anything of it.

5194. You know nothing about its extent or the number of pilgrims that go?—No.

5195. Can you get any calculation of that sort?—The information could be got, I have no doubt.

5196. Admiral *Bowles.*] Have you any commercial transactions with the Mauritius or the Cape?—Only to a very trifling extent.

5197. Mr. *Bright.*] If you had a communication with this country twice a month, do you conceive that the correspondence between the two countries would be greatly increased by it?—I have some doubts as to whether it would be very much increased.

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5198. How long have you lived in Calcutta?—Rather more than 10 years.

5199. Have you been in business on your own account for the whole of that time?—Not the whole of that time.

5200. How long on your own account?—Upwards of four years.

5201. During the previous six years were you in some mercantile house?—Yes.

5202. In the house where you were employed, or in your own house since, did you make a point of writing to England; had you correspondence with this country as a certainty by every mail?—Not to all our correspondents.

5203. To your chief correspondents?—Certainly.

5204. Did you receive letters from them as a certainty by every mail?—Yes.

5205. Even if there was no positive business to transact, you wrote with regard to the general state of the market, and general observations of what was going on?—Yes.

5206. That was a matter of course, was it?—Yes.

5207. Supposing you were settled in Calcutta at present, and there was a mail sent twice a month, do not you think it would be equally necessary for your house to communicate by every mail with your chief correspondents here?—To our chief correspondents.

5208. And that you would look for the arrival of every mail with the same interest and the same certainty of receiving letters of some kind or other that you do now?—Yes.

5209. If that be the fact, does not it decide the question as to whether, with two mails a month, you would have a large increase of correspondence?—You would have an increase to a certain extent, but although there would be one or two parties to whom we should write by every steamer, I do not consider that the general correspondence of the firm would be very much increased.

5210. Do you know anything of the business of Liverpool with the United States?—No, nothing.

5211. Do you suppose, now that steamers leave Liverpool once a week throughout the year for the United States, and sometimes twice a week, that the number of letters written by Liverpool and American mercantile firms have not very much increased over the number written when they used to be carried by sailing vessels, American liners as they were called?—I have no doubt they are very much increased from the time of the sailing ships, but having had no experience there at all,

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all, I think it would be a mere matter of opinion on my part if I spoke upon the subject.

5212. But this is not a matter of opinion; I presume that you do avail yourselves now in Calcutta every month of the communication; that you write by every mail?—We avail ourselves of the communication every month, and write by every mail.

5213. Had you, when in Calcutta, much acquaintance with any Europeans there who were not mercantile men; I mean the civil or military servants, or professional men?—I was acquainted with a large number.

5214. Is their correspondence considerable with this country, with their friends here?—In the aggregate it must be very considerable.

5215. In the case of a more frequent communication, we may presume that there would be some increase of correspondence with regard to them?—There might be. I do not consider that the bulk of the private correspondence of the civil and military servants of the Company is much affected by the present bi-monthly communication *vid* Bombay, on account of the extravagant rate of postage.

5216. Is the rate of postage very high between Bombay and Calcutta?—It is; I have mentioned already what the rate is.

5217. What is it?—For every letter of one toller the charge is 14 annas, which is 1*s.* 9*d.* for a letter somewhat under half an ounce.

5218. The whole question of the internal postage of India, is one which has created a good deal of dissatisfaction at various times, has it not, with the mercantile body?—Not only with the mercantile body, but with all parties.

5219. Has there not been some inquiry recently, or commission upon that subject?—I mentioned that there was a committee, and that their report was understood to be nearly ready for Government at the time I left Calcutta.

5220. Mr. *Corry.*] You stated that it would be a convenience, if the speed of the vessels were sufficient to ensure the arrival of the mails at Calcutta by the 1st of the month; how many days earlier than the present average would that be?—I think it would be four or five days earlier.

5221. You have also stated, that by some of the present vessels on the line the mails have arrived on the 1st; do you know whether those unusually early arrivals of the mails, were in consequence of extraordinary fine weather, or of the mails being conveyed by vessels of a superior description

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tion to the ordinary vessels?—The great improvement we have noticed has been this last year, 1850, since the "Hindostan" returned from England; great improvements have been made in her, I believe, and she and the "Oriental" kept up a very good rate of speed the whole way apparently.

5222. Do you consider that vessels like the "Hindostan" and "Oriental" would insure the arrival of the mails by the 1st of the month?—If kept in good order.

5223. *Chairman.*] Are you connected in any way with the Peninsular and Oriental Company?—No.

5224. Will you state to the Committee your opinion of the comfort and general accommodation of the Peninsular and Oriental Company's vessels?—As far as our experience went, we had every reason to be satisfied, and I know that was the universal opinion of the passengers on board the steamers I came by.

5225. You have heard, have you not, that complaints have been frequently made?—I have heard so; I have seen complaints in letters published occasionally on the subject.

5226. Mr. *Corry.*] Have you ever heard complaints from the passengers of overcrowding?—I have seen that noticed in the letters.

5227. Have you ever heard of any illness among the passengers, or deaths supposed to have arisen from want of ventilation?—I have heard of deaths among passengers, but I could not undertake to say from what they arose.

5228. Mr. *H. Berkeley.*] However crowded the Peninsular and Oriental steam-vessels are, they are nevertheless warm; are they ever uncomfortably so?—I came at a very favourable season of the year, when it was much cooler than usual, but I have heard many people complain of the heat.

5229. And the want of ventilation?—No, I think their complaint was more with regard to the heat of the weather, in the Red Sea especially.

5230. Mr. *Bright.*] They did not attribute that to the Peninsular and Oriental Company's vessels?—No.

5231. *Chairman.*] Do you think the establishment of competition would have the effects of improving this communication as to the comfort of the passengers, and so forth?—It might do so; competition has very often had a very powerful effect here, and I do not see why it should not there.

5232. What objection have you to it?—I have no objection to competition at all, but I think that it is very doubtful

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whether in the long run the public would be much the gainers by it. There would require to be two very expensive establishments kept up the whole way through, both in Calcutta and at the other ports, all of which must be paid for by some one; and I have no doubt by the public it would be in the long run.

5233. Do not you believe that from the profits which the present Company are supposed to have from the undertaking, there is a sufficient margin left for two companies to carry out the communication?—I think it is clear that one company could afford to carry on the communication at a cheaper rate than two companies could; whether they would be inclined to be liberal enough to the public is another question.

5234. Do you think that you get the full benefit of that without competition?—That I think is more doubtful.

Lieutenant *John Wood,* called in; and Examined.

Lieut. *J. Wood.*

5235. *Chairman.*] ARE you an officer in the East India Company's Service?—Yes, on the retired list.

5236. What rank do you hold in the service?—Lieutenant.

5237. Were your services in India confined only to the Indian navy?—No.

5238. You were employed, I think, both in Affghanistan and the Punjaub, were you not?—I was.

5239. In what capacity?—As assistant to the late Sir Alexander Burnes.

5240. You wrote a book upon the Oxus, I believe?—I did.

5241. I think you surveyed the River Indus, did you not?—Yes.

5242. And the mountain passes between India and Turkistan?—Yes.

5243. You are now, I believe, the agent of the Austrian Lloyd's Company?—Yes.

5244. And one of the promoters of the Eastern Steam Navigation Company?—Yes, I have taken an interest in it.

5245. In both those capacities, have you had your attention turned to the steam communications with India?—I have.

5246. What is the nature of that intercourse at present?—There are two routes, that for merchandize, by sailing vessels round the Cape, and also for passengers; and that for passengers and postal purposes by the Red Sea.

5247. You

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5247. You served yourself, I believe, on board a steamer, did you not?—I did.

5248. In what steamer did you serve?—The "Hugh Lindsay," belonging to the East India Company.

5249. Who commanded that steamer?—Captain Wilson.

5250. The gentleman who was examined here?—Yes.

5251. In reference to the two routes to which you have referred, do you think they are capable of some expansion?—I consider both to be capable of expansion.

5252. Will you state your reasons for thinking that?—I consider the Cape route capable of expansion, as part of the line to Australia. As those colonies are increasing at an unprecedented rate, I consider that that traffic will soon be very great. As to the Red Sea route, what is now called the overland route, has hitherto been, I may say, a misnomer; it may with greater propriety, be termed the "Sea and Desert route." Were it made attractive, I think there would be a great increase of passengers by that route; but while the Red Sea remains in the hands of any single company, I do not think the traffic by the line will increase as it otherwise might do.

5253. What do you mean by making the route "more attractive?"—I have had my attention turned to this matter for some years past; and I should say let the through companies issue excursion tickets to such passengers as ask for them; the tickets to be available for six months. For example, a homeward-bound passenger should be landed at Suez, and left free to come on to England by whatever route he pleases; he may sojourn in Egypt, and when he gets to Alexandria, take the steamer to Beyrout, where, after visiting the Holy Land, he goes on to Constantinople; he may return by Greece, and proceed up the Adriatic to either Venice or Trieste. There he has the choice of two interesting Continental routes: he may go west by Milan through Lombardy, and crossing the Alps, make his way home by Switzerland and the Rhine; or if he starts eastward from Trieste, he passes through Syria, one of the most beautiful countries in the world, and visits, *en route*, the capitals of Austria, Bohemia, Saxony and Prussia; this last route nearly all by railway.

5254. Why cannot they take advantage at the present time of those routes?—There are obstacles in the way.

5255. Will you state those obstacles?—The principal obstacle at present is the fares on the Indian side. For instance, an officer coming home from Calcutta, who merely wishes to take a passage as far as Suez, is compelled to pay a

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fare very little short of the entire fare to Southampton; or he must before leaving Calcutta take his passage to Malta. These are his only alternatives if he wishes to avoid the sea voyage to Southampton, and be free to proceed from Egypt by any route he pleases. When I state this, I am stating what has been the case until within the last few months. I am not aware of what is the regulation now, but this has been my experience for the last three years in booking passengers to India, and hearing the complaints of passengers coming from India.

5256. In fact, you mean that he has to pay for a portion of the line which he need not make use of?—Yes; or which he may not wish to go over.

5257. Admiral *Bowles.*] You mean that the short passages are in proportion more expensive than the long ones?—Greatly more expensive.

5258. Mr. *Corry.*] Is that the only meaning which you attach to the word "attractive," or would you likewise consider that by giving better accommodation on board the vessels more passengers would be attracted to the general line between England and India than by the present mode of communication?—In a former answer, I confined my observations to what is really the overland route, in contradistinction to the route at present known by that name.

5259. *Chairman.*] What ground have you for expecting any considerable increase of passengers by the route by the Red Sea?—There are various reasons. In the first place, I think that a question which has been mooted for a long time will be soon settled, that is the furlough question. I consider, when officers have a short furlough every four or five years, instead of a long one every 10 years, that the increase of passengers will be very great. In fact, without a second line of steamers between England and India, I cannot see that a second furlough would be any great boon to the services; and further, we know now that the railway across the Isthmus of Suez, which has been so long talked about, is really going to be executed.

5260. Do you know that?—I saw it in the last report of the Peninsular and Oriental Company, and a truthful-looking paragraph in the "Times" of yesterday to the same effect.

5261. Mr. *Divett.*] Do you speak of the furlough question with reference to the price and extent of accommodation, or the price of the passage only?—The two combined, both as to better accommodation and lower fares.

5262. Assuming that the system with regard to furlough is changed,

changed, giving it at short intervals instead of long, as at present?—Just so.

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5263. *Chairman.*] Do you imagine that in such a case many of those who now take advantage of their furloughs at the Cape of Good Hope would prefer returning to their native country?—I think there is no doubt of it.

5264. What reasons have you for anticipating any considerable increase in the number of passengers between the continent of Europe and India?—I may mention as one reason, that since the repeal of the navigation laws there have been a number of vessels, six to my knowledge, which have come to Trieste direct from the eastern ports, from Singapore and India. This necessitates mercantile houses in Europe to open branches in India, and as commercial intercourse is multiplied, passenger traffic of course must follow. That is one reason, and I could mention others.

5265. Supposing a steam line by the Cape of Good Hope to India were established, do you not think it would interfere to a considerable extent with the amount of passenger traffic which would be likely to be conveyed by what is called the overland route?—I think that a line of steamers by the Cape would interfere more with sailing vessels, than with the overland route.

5266. Mr. *H. Currie.*] Do not you consider that it would be a wholesome check upon the overland route?—To a certain degree, it might operate as a check: but I think it would affect the interests of the sailing vessels more.

5267. *Chairman.*] How do you think it would affect those interests more?—I cannot help thinking that, even on the score of fares, the direct route must be ultimately as cheap as the route by the Cape. Then as to time, there can be no doubt on this head; the great bulk of Indian passengers are mercantile people, who require to be early in Europe when their business calls them, and those officers who have furloughs are anxious to make the most of their furloughs when they get them; so that the Red Sea route will thus always have a pre-eminent claim, in consequence of the time it saves.

5268. Are you aware at present that there is a large passenger communication by the route by the Cape?—There is.

5269. How do you account for that?—I account for it in several ways. In the first place, there is a class to whom time is of no great object; those officers who prefer to be boarded for four or five months, to be put to no outlay, and to have a little money to receive when they arrive in England; then

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then there is another class, the sick, to whom a long voyage is medically prescribed; those men will still go by the Cape; but there is a third class, married men of small means, subalterns, and others, who are at present shut out of the route by the Red Sea, by the high price charged for cabins in the steamers of the present company.

5270. You have stated that you think the line might be made more attractive by means of giving facilities for certain excursions; will you describe any plan by which that might be arranged?—I may state that the companies, for example, who now ply in the Mediterranean, the French companies and Austrian companies, both issue such tickets as I have alluded to; that would supply the Mediterranean portion of the route. The whole of the German railway interests have been consulted, and they are equally anxious to give such facilities as I have sketched for the continental portion of it.

5271. Mr. *Divett.*] As agent for the Austrian Lloyd's Company, have you given your attention much to the existing facilities there are for passengers travelling between England and Trieste, and likewise to the improvements likely to be made in that route?—I have.

5272. Will you give the Committee an account of the existing state of the communication, and where the breaks at present are in the passenger communication, which render it more tedious than it ought to be?—The course usually followed by passengers taking the Trieste route at present is, to go down to Dover by rail; there cross by the mail to Ostend; from Ostend they go by mail to Cologne; and if they please, on without stopping to Hauover, Magdeburg, Leipsic, Dresden, Prague, and Vienna.

5273. Are you speaking now of a continuous line?—I am speaking now of a continuous line.

5274. Is the railway open between Dresden and Prague?—It has been opened within the last two months to Vienna. From Vienna there is a railroad to Gloggnitz, at the foot of the Sömmering. The mountain is crossed by coach in four hours; but engineers are now at work carrying a tunnel through it, in which the locomotive is to run. At Mürzzuschlag you again take the rail, and continue by Gratz and Cille to Laibach. From Laibach, where the rail at present ends, Trieste is reached by coach in 10 hours.

5275. The course is over the mountain called "the Carst"?—Yes.

5276. What is the distance?—About 80 miles.

5277. Is

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5277. Is the railway progressing from Laibach to Trieste?—It is now under construction.

5278. Have you heard at all when it is likely to be completed?—I cannot say for certain; they are very anxious to push it forward; it is a very difficult country.

5279. Do you know the line well?—Yes.

5280. Does it go to the coast westward of Trieste, or along the coast to Trieste?—It does; it strikes westward of Trieste.

5281. Are you aware of the probable time of the opening of that railway?—I could not state positively; it is expected to be opened in two years from this time.

5282. And the tunnel in the mountain near Vienna?—I believe that will be executed before the Trieste portion.

5283. How many days by that route do you take at this moment from London to Trieste?—We get our letters on the fifth day, and passengers can go, if they like, as fast as the letters.

5284. What will the time be upon the completion of those lines?—I have a letter in my pocket which I had from a director of the Dresden Railway Company; he estimates it at 68 hours from London.

5285. From London?—Yes, that is his estimate. I have made a calculation myself, and gone over the line, and I have put it down at three days and a half.

5286. Mr. *Crawford.*] There is an electric telegraph throughout the whole line?—There is.

5287. Have you known any instances lately of letters posted in India having been received by the Trieste route?—I have.

5288. Not express; but forwarded by the ordinary mail?—Yes.

5289. Do you know at what distance of time they were received in London after the mails which had been despatched by the Marseilles express?—I think the letters were received on the same day with the letters by the Marseilles route.

5290. Then, in point of fact, even now, by the ordinary post from Trieste, you can receive letters in London from Alexandria on the same day as the letters are received forwarded by Malta and Marseilles by express?—Yes.

5291. *Chairman.*] As to the arrangements which you have stated foreign countries are ready to enter into, have you any document to prove the fact?—Here is a letter which I received, dated the 12th of April, on the subject.

5292. Where is it from?—From Leipzic.

5293. By

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5293. By whom written?—Dufour and Company, merchants of Leipzig. Mr. Dufour is a director of the Dresden and Leipzig Railway.

5294. Mr. *Bright.*] Is he connected with the other lines?—He is a director of the line between Dresden and Leipzig, and also a member of the German Railway Conference, whose duty it is to manage the fares, speed, time-bills, &c., so as to ensure unity of action.

5295. *Chairman.*] Will you read that portion of the letter which refers to the subject?—"On the 29th l. m. a conference was held at Dresden in the Railway Department of the Ministry of Finance, on account of the uninterrupted trains mentioned in our last. All the companies and Government lines from the British Channel to Bodenbach, the limit of the Austrian north line, are unanimous in agreeing, first, that a daily train, at the rate of six German miles per hour, is to run; secondly, that every company or Royal or Imperial administration, will submit to start at the hour suiting the general interest. The Austrian lines were not represented in the above-mentioned conference, but it was given to understand, first, that the Government lines do not intend to accelerate their rate of travelling, and that, second, the north line, Vienna and Brunn, will not alter their hours of departure. The writer of this letter, having the honour to be known to the Minister, Von Bruck, he immediately wrote to him on the subject, and had the satisfaction to perceive that his communication had been graciously taken into consideration. On meeting his Excellency in Dresden during the festivities given at the opening of the Prague line, he said that he was perfectly satisfied of the great importance of using every exertion to obtain the traffic with the Levant and East Indies; that he would endeavour and hoped to remove any impediment which could be thrown into the way of this important line of communication, but that he wished there might be established a train of great speed besides those mentioned above, to run one or two days before the departure of the steam-boat to Alexandria, and one immediately after the arrival of the overland mail-boats in Trieste;" that is, all with reference to it.

5296. Mr. *Divett.*] What is your opinion as to the time that the postal communication could be reduced as between London and Calcutta, after the completion of this improved communication in Germany?—I have given my attention more particularly to the improvement on this side from Alexandria, and I differ from Mr. Dufour with regard to 68 hours. I think that, allowing necessary halts, and taking into consi-

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deration the steam-boat from Dover to Ostend, it will take three days and a half from this to Trieste.

5297. And from Trieste to Alexandria?—At present it is done in five days; it has been done in a few hours less, and sometimes considerably more.

5298. In what time do you expect it will be done?—With such boats as they are now building, I expect it will be done in four days.

5299. Then you propose going with the post from London to Alexandria in seven and a half days?—Yes.

5300. *Chairman.*] You are the agent of the Austrian Lloyd's Company, I think you stated?—Yes.

5301. What is the nature of that company?—It is a joint stock company, plying for commercial purposes in the Mediterranean.

5302. Mr. *Bright.*] Where is the stock principally held?—In Austria.

5303. Is there any obstacle to the stock being held in this country?—I am not aware that there is.

5304. *Chairman.*] What is the size of the steam-vessels of the Austrian Lloyd's Company?—The principal boats run from 260-horse power to 360-horse power, and from about 600 tons to 900 tons; they have some below that.

5305. Have they a line now between Trieste and Alexandria?—They have.

5306. What is the class of boats they have upon that line?—Such boats as I have mentioned; 260-horse power, and 600 tons; and one of 360-horse power and 900 tons.

5307. What is the fare they charge between Trieste and Alexandria?—They have three classes; the first class 18 *l.*, the second 12 *l.*, and the third 8 *l.*

5308. What is the distance?—The distance is a trifle short of 1,200 miles.

5309. How many days are they about it?—Five days at present.

5310. Mr. *H. Currie.*] Does that include provisions and wine?—It includes everything.

5311. *Chairman.*] Are those boats generally well filled?—On the outward voyage, that is, from Trieste to Alexandria, they are not well filled; but from Alexandria to Trieste they are very well filled; in fact, occasionally they have been quite full.

5312. Do any of the passengers from India take advantage of that line?—The great majority of the passengers are officers, and mercantile men from India.

5313. Mr.

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5313. Mr. *Bright.*] But if it is true, as it has been stated here, that persons coming from India, and stopping in Egypt, are charged a much higher rate for the distance than they would be charged if they came through, does not it add to their expenses to come to Egypt by the Peninsular and Oriental line, and then to take your boats to Trieste?—I should explain that passengers from India are not solely dependent upon the boats of the Peninsular and Oriental Company at present; the India Seas are kept open by the East India Company's steam ships from Bombay to Suez, and passengers by that route are free to come to Trieste or elsewhere.

5314. Then, coming by the East India Company's boats they convey themselves in fact across the desert, and take their own course when they arrive at Alexandria?—Just so.

5315. Mr. *Divett.*] Do the boats of the Austrian Lloyd's Company touch at any of the Ionian Islands?—Latterly they have done so, at Corfu.

5316. Any other place?—No.

3317. *Chairman.*] Are the boats, on their return voyage from Trieste to Alexandria, well filled?—No.

5318. How do you account for that?—I can account for it in the way I have described before; the Austrian Lloyd's have but one line of boats at present, between Trieste and Alexandria; that line is adapted to the arrival and departure of the Calcutta boats at Suez, so that the passengers, if they wish to avail themselves of the East India Company's steamers, would be detained in Egypt for a fortnight, aud that deters them from taking the Trieste route.

5319. Mr. *Bright.*] You find that they have to pay a higher rate for the shorter stage?—Those that go by the East India Company's boats would not.

5320. But those who go by the Peninsular and Oriental Company's boats do?—They pay a higher charge for the small stage.

5321. *Chairman.*] By the East India Company's boats the charge is only made from Suez, of course?—From Suez.

5322. Have any complaints come before you from passengers using the Trieste route?—No, I have had none as to the boats; I have had, as to the difficulty of getting their luggage to England, occasionally.

5323. When did the Austrian Lloyd's Company open an agency in London?—In the autumn of 1847.

5324. What is the object of this agency?—Specifically to develope the resources of the line between Trieste and Alexandria, as part of the Indian line.

5325. Mr.

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5325. Mr. *Divett.*] What is the capital of the Austrian Lloyd's Company?—They have a paid-up capital of 350,300*l.*

5326. Already?—Already.

5327. Have they been increasing their capital with a view to building the new boats of which you have spoken?—No, they have not called up capital for that object; they have enough without doing so.

5328. *Chairman.*] Do you know what dividend they have paid?—Eight per cent.

5329. Mr. *Divett.*] What is the number of their boats?—Thirty-four.

5330. The total tonnage?—I cannot state that without a reference to the books.

5331. Admiral *Bowles.*] Are the new boats building larger and faster than those at present in use?—They will be faster, but I do not think they are much larger.

5332. Are they of iron or wood?—Wood.

5333. Have they any iron boats?—They have no iron boats; all the boats are wood.

5334. Mr. *Corry.*] Were the boats principally built in this country, or in Austria, or elsewhere?—Some of them have been built in this country; all have been planned here; and their machinery is manufactured in England.

5335. Are the crews and the officers Austrians?—The crews are Austrians.

5336. Mr. *Bright.*] Are the firemen and engineers Austrians?—All the principal engineers are English.

5337. Mr. *Divett.*] Have you any steam factory at Trieste?—A factory for repairing, but none for constructing; not for boilers even.

5338. Do they get their boilers from this country?—From this country.

5339. Mr. *Crawford.*] Does any other continental power contemplate introducing steam communication into the Mediterranean?—It has been seriously considered; the Austrian Lloyd's, when they saw that there was little hope of getting it from this country, had communications with the Dutch Government, and also with the Americans, on this subject.

5340. What was the proposal of the American Government?—I cannot speak specifically as to their proposal, but they were to run vessels into the Mediterranean, in aid of getting a second line in the Indian Seas.

5341. That was before the Eastern Steam Navigation Company's prospectus came before the public?—It occurred after some

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some communication we had with the Peninsular and Oriental Company some years ago.

5342. What was the nature of the communication which you, the agent of the Austrian Lloyd's, had with the Peninsular and Oriental Company?—It was with a view of making a friendly arrangement with the Peninsular and Oriental Company, so that passengers might have the option of travelling *viâ* Trieste, if they preferred that route to any other.

5343. *Chairman.*] Did you make an application to the effect to which the honourable Member has alluded in his question to you?—I did.

5344. When did you make that application?—I think it was in June 1849, but I have got the letter by me.

5345. What was the effect of it?—I had an interview with two or three gentlemen in the direction of the Peninsular and Oriental Company on that occasion with the view to an arrangement.

5346. Will you state to the Committee shortly what took place?—It is so long ago that I can hardly recollect.

5347. You have the letter?—I have.

5348. Have you the reply to your communication?—This is the letter that I wrote to the Peninsular and Oriental Company on that occasion, and after the interview I noted down the result, and sent it to the directors of the Austrian Lloyd's. I have a copy of the letter which I wrote to the Austrian Lloyd's on that occasion. Here is a copy of the letter which I wrote to the Peninsular and Oriental Company.

5349. Will you read it?—"London, 8th June 1849. Gentlemen,—As the accredited agent of the Austrian Lloyd's Steam Navigation Company in Trieste, I have been requested by the directors to make a proposal, which, if entertained by the Peninsular and Oriental Company, cannot fail to increase the number of passengers that voyage between Suez and India, and, further, to augment the goods traffic upon that line. From an official source we learn that from 400 to 500 passengers, many of them servants of the Dutch Government, proceed between Holland and Java annually. The high charge for a passage from Suez eastward, and *vice versâ*, compels the great majority of these travellers to proceed by the indirect and circuitous route of the Cape of Good Hope, rather than avail themselves of that which is so much shorter and expeditious, *viâ* Egypt, and your steamers upon the Red Sea. As to goods, the directors are no doubt aware that there is a considerable and growing consumption of German manufactures both in India and China. To mention one instance, application has recently been made to the Austrian Lloyd's, by a house

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a house extensively engaged in the exportation of Bohemian glassware, to ascertain whether Lloyd's could forward, *viâ* your Indian steamer, regular consignments of merchandise to Calcutta. I need hardly add that the existent tariff is not calculated to encourage the growth of this trade. While writing, I may mention another subject, which I trust the directors of the Peninsular and Oriental Company will take into their consideration, and that is the inconvenience and high charges to which passengers are now subjected, whether going to or coming from India *viâ* Trieste. The Austrian Lloyd's can in no way be looked upon as a competing line to the Peninsular and Oriental Company. So far is this from being the case, that in opening up another route to Egypt across the continent of Europe, Lloyd's deserve well at the hands of the Peninsular and Oriental Company; since whatever raises the overland route in public estimation must necessarily strengthen your position, both with Government and the public. Where there can be no rivalry, there should be mutual support. The company in Trieste look not to new fields for an increase of revenue, but to the gradual development of their old lines. While so engaged, every steamer of theirs contributes more or less to bring traffic into the through lines of the Peninsular and Oriental Company. But this is more especially the case with their Alexandrian line, which is essentially a feeder to your Indian ones. Upon the foregoing grounds, viz. for further developing the traffic in goods and passengers between Suez and India and China, I would now with deference submit that the directors might find it eventually to the interest of the company, to take into their favourable consideration the following propositions: 1st. A reduction of fares from Suez to Ceylon, Madras, Calcutta, Singapore, and Hong Kong. 2nd. A reduction in the parcel tariff between the above ports. 3rd. That passengers from India *viâ* Trieste be permitted to book per Desert vans in the order of application, as is done with those proceeding *viâ* Southampton and Marseilles. 4th. That passengers to India *viâ* Trieste be permitted to send their luggage per steamer from Southampton, paying for the same according to the Company's tariff for extra baggage. The Trieste Company are sincerely desirous of cultivating friendly relations with the Peninsular and Oriental Company, and they have instructed me to say, that if you can point out in what way this feeling can be shown, the directors of the Austrian Lloyd's will not fail to respond thereto in an enlarged and liberal spirit. Should it be the wish of the directors of the Peninsular and Oriental Company, it will afford me pleasure to meet them

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whenever it may be convenient, for the purpose of more fully discussing the subject of this letter, and of arranging the terms on which the companies can co-operate with each other." This was the letter that I wrote upon that occasion.

5350. Have you got the reply?—I had a reply which led to an interview, and this is what passed at the interview, at least a copy of the letter which I wrote on that occasion to the Austrian Lloyd's, containing as nearly as I could remember what passed.

5351. Will you read it, if you please?—It is dated the 25th of June 1849: "Gentlemen, I enclose a note from a managing director of the Peninsular and Oriental Company, from which you will observe, it was no fault of mine that I did not get an earlier interview with the directors of that body; on Friday afternoon, I met them by appointment, and they at least heard very patiently what I had to say on your behalf. There were present, Mr. Anderson, Mr. Allen, and Mr. Andrews, the other managing director, Mr. Willcox, being absent on a Committee of the House of Commons. I will now state, as well as I can remember, the result of this conference. I premised that you had not asked them to concede the points detailed in my letter, without being prepared to show that, in doing so, they would benefit themselves. It was urged, Here is an addition of 400 to 500 passengers, which, if you will permit, will go by your steamers instead of by the Cape of Good Hope; this is no abstraction, but a tangible proposition. With regard to the exorbitant fares between Suez and the Eastern Ports, I said, This must eventually injure the company; that these things, would be remembered when the contract had to be renewed, and that therefore there was another revenue to be considered, that of a good name, besides the one of pounds, shillings and pence. With regard to refusing to take passengers' baggage from Southampton to Alexandria, in the event of its owners going by Trieste, this want of accommodation would also one day militate against the interests of the company, for that they were largely subsidized by Government not to extract exorbitant fares, but to treat the Indian passengers liberally. Then as to the preference shown to passengers returning to England *viâ* Southampton, booking per Desert vans over those coming *viâ* Trieste, this too was noticed as an invidious distinction, which would be assuredly one day remembered to the Company's disadvantage. These were discussed seriatim; but before we did so, I told them plainly that the result of their rigid exaction would be, that the Governments interested would not submit to have their subjects excluded from the natural

natural highway to the East, but that if the arrangements of the Peninsular and Oriental Company forced them in self defence to it, I did not doubt that the different Governments interested would yet break up their monopoly, not only of passengers, but of the carriage of the Anglo-Indian mails; and I concluded by remarking, that I knew the strength of the Peninsular and Oriental Company, and that no private company could successfully compete with them in the Indian seas, but that this was just the reason why I, as a shareholder of the Peninsular and Oriental Company, as well as the agent of the Austrian Lloyd's, begged of the directors now so to act as to secure to the Peninsular and Oriental Company a continuance of the postal contracts in the Indian seas. Mr. Anderson replied, that they did not dread the competition of war steamers, for that passengers liked to complain; and for that reason, even if war steamers were running between Suez and Calcutta, passengers would not go by them in preference to the boats of the Peninsular and Oriental Company. He added, 'We have already a strong competition; the finest vessels in the world go from this round the Cape to India, but in spite of passengers by these long sea vessels being yearly on the increase, ours also goes on augmenting. Still the competition is one that necessitates us to lower our fares, and to keep them down.' Mr. Anderson went on to say that the Peninsular and Oriental Company were a mercantile body, and that as such the directors conducted it. That the only point which I had mooted which they could entertain was an increase of continental passengers. This, he added, was a point which he thought might be conceded. Mr. Andrews here said, that if the fares from Suez eastward were lowered to accommodate passengers from or to the Continent, English passengers would insist on a similar tariff, so that he would not give his vote for any reduction. Mr. Anderson added, that they considered all the through passengers their own, and that they would never give any concession that would tend to make passengers go *viâ* the Continent in preference to *viâ* Southampton; but he added (speaking to Mr. Andrews), 'You know we shall soon embrace Batavia within our sphere of operations, and when we do so we must recur again to the subject of a separate tariff for the Dutch passengers.' With regard to the preference shown our through passengers by the Egyptian Transit Company, the case (Mr. Andrews said) was simply this: Some voyages we pay as much as 1,200*l.* into the hands of the transit administration, and this being the case we do consider the through passengers should have a preference in booking per

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Desert vans, over those applicants proceeding *vid* Trieste or Marseilles, for whose fare we are not responsible to the Transit Company. As to the fourth proposition of my letter, that of the Peninsular and Oriental Company becoming the carriers of our passengers' baggage between England and Alexandria, they thought I could not have been serious in making it, as it was only conditionally that they undertook to take the extra baggage of their own through passengers. Mr. Andrews said (in the course of the interview), 'I am afraid that there is no chance of the two companies coming to an arrangement. You say in your letter that the Austrian Lloyd's is not a competing line to ours, but, according to my opinion, they are parallel lines, which, however prolonged, will never meet.' The result of this meeting must therefore convince the directors that there is not the slightest hope of our obtaining from the Peninsular and Oriental Company any concession or facility for transmitting passengers, parcels or merchandize by our direct line between Trieste and Alexandria. This has all along been my opinion, and I am glad that the Court are now aware of it."

5352. In your letter to the Peninsular and Oriental Company, which you have just read, you say there is a probability of the continental Governments combining to place a line of boats between Suez and Calcutta; will you state what you know of those arrangements?—I made inquiries in Trieste, whether the Austrian Government would not be disposed to help the Company in getting boats on the other side of Suez, in the event of Lloyd's not succeeding in making an arrangement with the Peninsular and Oriental Company; and I think, had the troubles not broken out on the Continent, that there would have been something of that sort ere this.

5353. Mr. *Divett.*] Did the letters you have been reading now terminate all the negotiations with the Peninsular and Oriental Company?—They did.

5354. There have been none subsequent?—Not through me.

5355. Have there been no subsequent negotiations?—I believe there has been a personal conference.

5356. A personal conference between what parties?—Between Mr. Baron Rothschild, as the friend of the Austrian Lloyd's, and I believe one of the directors of the Peninsular and Oriental Company.

5357. When did that occur?—Within these last three months, I should say.

5358. Mr. *Bright.*] Since this Committee was appointed or talked of?—Oh, yes, since this Committee was talked of.

5359. What

5359. What is your opinion with regard to the [redacted] of insuring a competition useful to the public betwe[redacted] country and India by the Red Sea?—During these three yea[redacted] my attention has been directed to this subject; I now speak with special reference to the line between England and Calcutta; with the China line I am not so conversant. I think that there is traffic enough on the Calcutta line to support two companies, and that with the subsidy now paid to one, divided between them, they would pay a fair dividend.

5360. It has been feared, and represented to this Committee, that one possible result of the establishment of two companies might be, that the two companies would coalesce, or make an agreement with regard to their fares, so that in point of fact, the public would get no advantage?—I think, if the companies were starting under a perfect parity of circumstances, there might be something to fear, but I think, taking things as they now are, if another company were starting there would be no chance of their coalescing. In the first place, if a second company is necessary, and I take it for granted it is, especially after hearing the evidence of one who should know well, and who has put a second line on to Calcutta and Bombay every alternate month, and who is also building screw boats to put on in addition; I say, this evidence of a managing director of the Peninsular and Oriental Company greatly strengthens my opinion that a second line is called for and will pay. Then the boats which are to be put on will be very superior to those now running; they will be faster; they will have better accommodation, and I should think the public would give such boats a preference; and therefore it would not be the interest of a new company to coalesce with the old one.

5361. You are aware, I believe, that it has been proposed by the Eastern Steam Navigation Company, that their boats, if they can get the contract, should leave this country in the middle of the month, midway between the times when the present boats start?—Yes.

5362. Does it strike you that such an arrangement as that would be some guarantee for an advantage in the competition?—I think it would.

5363. Are there not other elements to be taken into consideration with regard to this long voyage than the mere price of the passage?—Certainly.

5364. Those are the comfort of the passengers, the certainty of getting a place, the luggage that they could carry, the punctuality of arrival, and the civility of all persons

[redacted] in the transit; are not those all elements in [redacted]ideration?—Certainly; there are many that enter [redacted] it.

5365. Putting apart the question of price, does it appear to you, that with regard to all other points, the competition would be effectual and serviceable to the public?—I think all experience has shown that such a result could be so obtained. When I look at the Atlantic, and what has been done there; when I look at what is done everywhere, where competition exists, I see that good results flow from it; and therefore I cannot understand how it should be less advantageous to the public in the Indian seas, where the number of passengers is more certain almost than anywhere else, because they for the most part belong to the services, or the mercantile community; and therefore, I think there is a less chance of any uncertainty as to the returns in the Indian seas than on the Atlantic.

5366. Do you suppose that if another line were established it would be possible for the two to pay if the number of passengers was not very considerably increased?—I may mention that, in comparing 1849 with 1850, there has been an increase of nine passengers a month passing homeward through Egypt, as I am informed by our agent at Alexandria. And comparing 1850 with 1847, the increase has been about 60 per cent. On Tuesday, one witness stated here that the mails had increased from 100 odd boxes to 200 odd boxes, and that the passengers had also increased very much; but that now he considered the passenger traffic had arrived at its maximum.

5367. Then is it your opinion that the maximum, speaking of the Red Sea route, would be disturbed, provided the fare were reduced; if for three years past there has been no considerable increase, do not you conceive that a reduction of fares might cause an increase hereafter?—During the three years there has been a great increase. I do not understand the question: I understood Mr. Anderson to say that there had been an increase.

5368. It has been stated here by a director of the Peninsular and Oriental Company, that the number of passengers has been pretty stationary for three years: is that in your opinion an evidence that some difficulty has interposed which prevents the increase which might reasonably be expected?—Yes; there are two classes that voyage by the Cape, that I believe will be weaned from that line to the Red Sea route, when greater facilities are offered by the latter; those are married men with families, and men who prefer comfort to saving

saving a little time, and who now give a preference to the Cape route rather than be cooped, four in a cabin, in a Red Sea steamer. Both of these classes, with greater facilities, will go by the overland route.

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5369. Then in forming your opinion that it would pay two companies to run between England and India by the Red Sea, is one main element of that opinion the belief that the number of passengers by that route will be greatly increased?—That is one of the elements; but the line to Calcutta is even now, *per se*, very profitable.

5370. How long have you been connected with the Austrian Lloyd's?—Since 1847.

5371. Have you had an opportunity of knowing something of the progress of that company from its first establishment?—I have.

5372. Has that company since its establishment increased the number of voyages from the various ports, from Alexandria to Trieste, or from Constantinople, or Smyrna, to any of the ports further to the eastward in the Mediterranean?—Very considerably.

5373. When they have increased their number of voyages between any two ports, have you found that in the aggregate the number of letters between those ports has been greatly increased?—Certainly. I may mention as a fact, that when the Austrian Lloyd's commenced their Constantinople line, it was once a month from Trieste, then once a fortnight; but now they have boats once a week. I cannot state the number of letters, but I was told the other day when at Trieste, that the increase of letters by the Alexandrian route had been very great; I cannot state the figures.

5374. If then the mail ran twice a month direct from India to this country, do you suppose that the mercantile houses would greatly increase their correspondence; in point of fact, that they would write by every mail, whether it went once a fortnight or once a month?—One man writing a letter necessitates a reply, and the result would be, I think, that there would be an increase of correspondence.

5375. Then if it were shown at present that the sum paid the Peninsular and Oriental Company is precisely the same which the Post-office receives for the postal charges, and the Government thought it necessary to start another line, is it your opinion that the increased postal receipts would go some considerable way towards paying a subsidy to the new line?—It would be a matter of growth; I believe upon the average,

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say of five years, that the increase on this head would be very great.

5376. Does the steam-boat company with which you are connected receive subsidies from the Austrian Government?—Nothing.

5377. From any Government?—Nothing.

5378. It is a purely commercial company?—It is a purely commercial company; it receives a postage for the letters carried.

5379. Is that postage the whole postage charged by the Austrian Government?—No; it is a small fraction for the sea part of it.

5380. Is it more than what you would receive for a parcel traffic of an equal amount?—It is a higher tariff than for a parcel.

5381. Then it is somewhat in the nature of a subsidy?—The more letters carried the greater their earnings.

5382. What do they exact from you in consequence of that punctuality in your times of departure and arrival, and a certain rate of speed?—I am not aware that they are bound to speed; they have done what they could in that way, but I am not aware of any contract which compels the boats to keep up a certain speed.

5383. Have you a Government agent on board your boats?—No.

5384. What is the average price of coal which your Company uses in the Mediterranean?—They can put it down at Alexandria under 18*s.* a ton.

5385. Have they much competition in the Mediterranean?—A great deal.

5386. What are the companies that compete with you?—French and English.

5387. The Peninsular and Oriental for one?—The Peninsular and Oriental for one, and screw boats to all parts nearly; there is one just started from Liverpool to Trieste.

5388. Do your boats run to the Black Sea?—To the Black Sea, to the Syrian coast, and to Alexandria.

5389. How long is it since the first steamer was started by the Austrian Lloyd's to the Mediterranean; is it more than 15 years?—About that; they commenced with two small boats between Trieste and Venice.

5390. You say they have now 34 boats?—Thirty-four boats, with those that are building.

5391. And with those 34 boats they are able to pay a dividend of 8 per cent.?—Yes.

5392. From

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5392. From your experience in connection with that company, do you come to the conclusion that the very heavy subsidies for carrying the mails from this country to India and back are so indispensably necessary as the company receiving the subsidy would endeavour to persuade us?—I look upon India as an exceptional case. If competition is essential, I think it is quite impossible ever to introduce it into the Indian Seas without assistance from Government; it is a different matter upon the Atlantic, where there are so many nations ready to compete for the carrying trade between England and America.

5393. Mr. *Willcox.*] When did the Austrian Lloyd's steamers first commence running between Alexandria and Trieste?—I think it was late in 1848.

5394. You are aware, of course, that the Peninsular and Oriental Company have been running since 1842, have they not?—From Southampton to Alexandria.

5395. Was not your inducement to run to Alexandria, to get the Indian passengers brought by the Peninsular and Oriental Company as far as Suez?—The inducement was to have a share in the passenger traffic from India, and to provide conveyance for those who wished to go by Trieste.

5396. Then, to a certain extent, you commenced a competition with them?—We do not view it in that light, inasmuch as the Indian papers had long pressed the necessity of our sending boats to Alexandria.

5397. Are you aware that the Peninsular and Oriental Company in self defence so arranged their tariff, as to induce the passengers they brought from India, to prefer going to England by that company's vessels to Southampton, instead of going away by the foreign company of which you have spoken?—I would answer that in this way; if I wished to go to Birmingham, I should think it very hard if I was charged the fare to Liverpool; that is precisely the case with the Peninsular and Oriental Company.

5398. You think so?—I think so; for this reason, that both companies are largely subsidised. When I say largely subsidised, I mean that the railway company has been invested by Act of Parliament with a monopoly of the direct route between London and Liverpool, just as the subsidy of the Peninsular and Oriental Company gives them a monopoly of the Indian seas; and therefore both are obnoxious to Government interference.

5399. At the conference which you say you held with two or three of the directors of the Peninsular and Oriental Company,

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pany, had you anything to offer them to induce them to give facilities for your having their passengers, beyond the prospect of a large increase?—I mentioned the increase of Dutch passengers, and also the evident tendency in the public mind to go by Trieste, if facilities were afforded.

5400. There was no immediate or practical advantage which you could hold out?—I think a very practical one.

5401. That was as to the increase of the passengers?—Yes; the information I had to go by, assured me that there were a certain number of passengers who went to the East *viâ* the Cape of Good Hope from Germany, that otherwise would go by the way of Egypt.

5402. But the Austrian Lloyd's Company themselves made no offer; it was merely an opinion you gave, that by the increase of passengers which would result from your proposition, it would be advantageous to the Peninsular and Oriental Company?—I thought that for both companies such an arrangement would be mutually advantageous.

5403. You offered nothing practical to the Peninsular and Oriental Company?—We did not offer a sum of money, or anything of that sort.

5404. Nor any advantages?—I think I have pointed out that it would have been very convenient to the travelling public.

5405. Then am I to understand you are complaining on behalf of the passengers, or on behalf of the Austrian Lloyd's Company?—I may say partly on behalf of both.

5406. You have alluded to a conference lately held, within this three months, between some directors of the Peninsular and Oriental Company and your Board?—No; I said there had been a meeting between Baron Rothschild and others, connected with the Austrian Lloyd's, and with the Peninsular and Oriental Company.

5407. Are you aware that it was not sought by the Peninsular and Oriental Company?—I can only say the meeting was not sought by the Austrian Lloyd's; I do not know by whom it was sought.

5408. Are you not aware that it arose on the part of the Austrian Lloyd's?—Not by their representative here; it might have been by indirect means.

5409. Admiral *Bowles.*] You mentioned in the former part of your evidence, that if the troubles had not broken out in Germany, some of the continental powers would have established steam communication on the other side; do you mean that they would have established steamers in the Indian Seas?—I meant to say that the attention of the Austrian Lloyd's had been

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been so much directed to the exclusion of continental passengers from the Indian Seas, and the complaints of the Dutch Government so numerous, that I believe, but for those outbreaks, the parties principally aggrieved, the Austrians and Dutch, would have concerted measures for placing steamers in those seas.

5410. In the early part of your evidence you spoke of increased attractions, by which passengers might be led to prefer the Isthmus route; might you not, by adopting your own suggestion yourselves, try the experiment how far those increased attractions would succeed?—They are in operation on all our lines, and it answers well.

5411. *Chairman.*] Have you made any calculation as to the number of passengers which pass through Egypt?—I have been informed by our agent at Alexandria that they have increased, comparing 1847 with 1850, at the rate I have mentioned; I have his letter to that effect.

5412. Do you know what the average number is that passed through Egypt on the homeward and outward journey monthly?—I could not state that correctly; sometimes the boat has 150, and at other times under 100.

5413. Have you made any calculation from that as to what per cent. the communication would pay?—I have gone into the statistics of the Calcutta line a little.

5414. Will you state to the Committee the result of those calculations?—I am not prepared to put any calculations before the Committee; but my impression is this: I look at the capital employed upon the Calcutta line; I mean the three boats on the other side of the Isthmus, and the two on this; that a capital of about 500,000 *l.* is thus invested, and that, on this amount of capital, it is a paying line without subsidy.

5415. You mean to say, that you believe that without the subsidy they now receive from the Government, the Peninsular and Oriental Company's line would pay a dividend to the shareholders?—The line from Southampton to Alexandria, and from Suez to Aden, Ceylon, Madras, and Calcutta; that line, I think, would pay.

5416. Mr. *H. Currie.*] I think you said just now, that if certain facilities were offered in the Red Sea route, the passengers would be weaned from the Cape route?—Yes.

5417. As to passengers going from Dover to Trieste, through how many different States would they go?—Five.

5418. In case of any disturbance in Europe, do you think a passenger would like to go through those five different States;

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States; would he not then consider the Cape route as preferable?—Under such circumstance the Cape route has an advantage: in the event of a Continental war, decidedly.

5419. Independently of those five different States, there is the voyage from Trieste to Alexandria?—Yes.

5420. French privateers, or other privateers, might make that passage dangerous?—We have had steamers since the establishment of the overland route between Alexandria and Marseilles; our fears of the future have never yet compelled us to sacrifice a present good; we have seldom been at war with France and Austria together, so that I think it is rather an advantage to have two continental strings to our bow.

5421. I am talking of a disturbance in Europe, such as has occurred in former days, and can occur again?—In the event of a war, the Mediterranean Sea would be less safe than the Great Southern Ocean.

5422. Do not you think it would be of great importance to have a rapid steam communication established between England and India, by way of the Cape, under those circumstances?—Of great importance.

5423. Merchants in that case might send duplicate letters, I presume?—Yes.

5424. Mr. *Crawford.*] I think you stated that the line was practically open the whole way, or will be in two years, from Ostend to Trieste?—That is my opinion; I could not state with certainty that the line will be open then.

5425. Is there a uniformity of gauge throughout?—Yes.

5426. Then, excepting the passage of the Rhine at Cologne, it might be possible for a passenger to go right through without changing his carriage?—At Vienna the two stations are apart; one on the north, and the other on the south side of the city.

5427. What is the present expense of the journey from Ostend to Trieste, by rail?—The mere outlay for carriage is from 7*l.* to 11*l.*

5428. According to the class?—According to the class; 11*l.* for first class, and from 7*l.* to 8*l.* second class.

5429. What are the fares of the Austrian Lloyd's first and second class from Trieste to Alexandria?—£.18 and 12*l.*

5430. Then a second-class passage from Ostend to Alexandria would be 20*l.*, and the first-class passage 29*l.*?—Yes.

5431. What is the fare by the Peninsular and Oriental Company's boats from Southampton to Alexandria?—£.40.

5432. You were asked just now whether it was not possible that

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that similar events might happen on the Continent to those which have occurred in former times, and disturb these arrangements, such as a general war; you have heard probably of large French forces in the Indian seas, and in the seas in the neighbourhood, and consequently interfering much with the English trade in former days; it is possible that may occur again, is it not?—In the event of a war with France, her fleet would strike at our commerce abroad, as well as at home.

5433. Do not you think the establishment of a second line for the conveyance of the mails through the Continent, not in opposition, but in addition to the present line, by Marseilles, would be a great advantage?—I think so, for this reason, that in the event of any war with France, it would be quite possible to send the mails up the Euphrates, thence by the mouth of the Orontes up to Trieste. The Adriatic is almost an inland sea; it is sentinelled by the strong fortress of Corfu on the one side, and Malta on the other, and it is connected with every seaport in the north of Europe by railway; with Stettin on the Baltic, Hamburgh and Bremen in the North Sea, and Ostend and Calais in the English Channel.

5434. After passing Prague, where is the point where the railway strikes off to bring you to another port on the North Sea than Ostend, without going into Belgium; Magdeburg?—From Vienna you can go round by Breslau to Berlin, thence to Hamburgh; that is the line which would interfere least with foreign countries.

5435. Are not the Austrian Government willing now to enter into terms for the conveyance of the mail from Ostend, and to deliver it at Trieste?—They have shown a readiness to do so.

5436. So that the mail from Ostend to Trieste would be under the control, and in fact under the charge of one foreign power the whole way, and that the Austrian power?—I am not aware, and could not say whether it would be so arranged.

5437. You were alluding just now to the operation of the Peninsular and Oriental Company's exclusive arrangements for bringing passengers from India to Suez; how does that affect residents on the Continent; for instance, a merchant residing at Vienna or at Trieste?—He goes from Trieste to Alexandria, and when he arrives at Suez, to embark for Calcutta, he is charged the unvarying fare of 102 *l.*; whereas three or four months out of the year, if he had gone from Southampton,

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Southampton, he would have been charged 93*l.*; in both cases I do not include the Egyptian transit.

5438. Then, in returning from Calcutta to Trieste, on arriving at Alexandria, having already paid the large fare of the Peninsular and Oriental Company, he would have to pay another fare to your company to take him from Alexandria to Trieste, or else come all the way round to England?—Yes.

5439. So that, in point of fact, this exclusive charge becomes a very heavy charge indeed upon all passengers proceeding from India to the Continent?—Yes, it amounts to a prohibition.

5440. Are you aware whether the Peninsular and Oriental Company have any preference or priority in filling the Desert vans?—I have had verbal complaints made upon this score, and written remonstrances. I have one of the latter with me now. I wrote to our Alexandrian agent on the subject, and he told me, in reply, that the Peninsular and Oriental Company did not interfere with the arrangements of the transit administration for the carriage of passengers across the Desert; but I have, nevertheless, had remonstrances from passengers on this head.

5441. Mr. *Corry.*] I collect it as your opinion, that if greater facilities were afforded by the line *viâ* Trieste to Alexandria, it would contribute to make the traffic in the Indian Seas remunerative to a company competing with the Peninsular and Oriental; but do you also think the direct traffic by the boats belonging to that competing company between England and Alexandria would be remunerative?—The line between Trieste and Alexandria would be part of a system to render the overland route more attractive, and as such it would develop it more than hitherto has been done; improved speed in the boats, and better accommodation, less crowding, and lower fares; I think all that would bring about the result.

5442. You think that would contribute to a greater traffic in the Indian Seas; but, speaking of the traffic on this side of the Isthmus, if a great portion of it were to go by Trieste, do you think there would remain sufficient to remunerate another company for putting on boats between England and Alexandria?—I look at the Trieste route more as a postal and passenger route, than as a route for goods.

5443. But is not the communication by the overland route almost entirely confined to postal purposes and passengers?—It has hitherto been almost entirely confined to those purposes. I have known such articles, however, as hams and cheeses

cheeses sent to India that way, and if such bulky and perishable articles can pay the present fares, I think with greater facilities there are certain kinds of goods which would be sent by the Red Sea. Lieut. *J. Wood.* 26 June 1851.

5444. Do you think, with the sort of traffic which you might expect by the opening of the railway across the Isthmus of Suez, that and other circumstances would make the second communication between Alexandria and England remunerative?—It would contribute to it.

5445. Would it, in your opinion, render it so?—It would contribute as part of a system.

5446. Mr. *Willcox.*] I think you stated that three steamers would be required on the other side of the Isthmus for the Calcutta line, and two on this; are you not aware that the Government require by their contract that the directors shall have four steamers, the fourth being a spare one, in case of an accident occurring?—I have looked at the nature of the service, and the character of the seas to be traversed, and the speed of the boats to do it, and without being aware of what the Government require, I have come to the conclusion that two boats on this side of Suez, and three on the other side, would do the work.

5447. But you must be aware that steam vessels are very liable to accidents?—They are.

5448. And consequently, if you had only three boats on the other side, there would be a gap in the correspondence, unless a spare vessel was there in case of accident?—I think it has never occurred yet; three vessels have hitherto done the service.

5449. Assuming that three vessels have done the service, still there must be a fourth to lie by, all which is expensive?—If such is the requirement, there must be a fourth.

5450. Mr. *H. Berkeley.*] Ought the vague idea of some quarrel which is to arise, and some war which is to follow, to interfere with the speediest postal and passenger arrangement between England and her colonies?—I think England has never yet allowed her fears for the future to interfere with her present interest.

5451. In the event of a war, if a screw steamer carried passengers and the post round by the Cape of Good Hope, what chance would an auxiliary screw propelling packet have to escape from a French paddle-wheel man of war?—I am afraid she would be caught.

5452. Do you think it can be the interest of a single company to develope to the utmost the traffic of a line of which they

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they have an exclusive monopoly?—I do not think so, for this reason, it is not its interest to develope the traffic of these seas beyond a certain extent. They will crowd their boat rather than shut out passengers; for if passengers are left behind, it is evident that more accommodation is required; that a second line is necessary. And as such a state of things would be sure to encourage competition, it is the interest of a monopolizing company not to push the traffic beyond what the present steam accommodation is barely adequate to supply. If Mr. Cunard, when he took his contract with vessels of 1,200 tons, and comparatively small horse power, had not been driven by the fear of competition, he never would have had his present magnificent class of steamers; and if the Peninsular and Oriental Company had a similar stimulant in the Indian Seas, I think we should not now hear of such boats as the "Oriental" paraded for speed.

5453. Are you aware of the amount of accommodation in the Peninsular and Oriental Company's boats?—I cannot speak from personal experience; I have never travelled in them.

5454. Can you speak from personal experience as to the necessity of booking at Calcutta three months beforehand?—I am aware of that, but I believe the Peninsular and Oriental Company have done as well as they could under all circumstances, that is, with a single line and their present boats.

5455. Are you aware that to a great number of pilgrims who annually visit Jeddah from India, additional facilities by steam would be afforded, if a second company had the opportunity of competing with the existing company?—I am aware that the wealthy Mahomedans used often to charter vessels to go to Jeddah; I have known them charter a steamer to go to Jeddah. I think that in any arrangements for improving our steam intercourse with the East, it would be well to consider whether our Indian fellow subjects are not entitled to some consideration in this matter.

5456. Mr. *Crawford.*] Do you remember two vessels being built in Bombay for the express conveyance of the pilgrims to the Red Sea?—I have known such an incident to occur, but I have no knowledge of the special case to which you refer.

5457. *Chairman.*] Is it the business of the Austrian Lloyd's Company to carry the mails?—Yes.

5458. How are they remunerated?—By postage upon the letters.

5459. Do you know what they receive for that service?—I do

do not know what it is; it is a very small fraction, so much upon each letter.

5460. Are you acquainted with the way in which the service between Bombay and Suez is carried on by the vessels of the East India Company?—Yes.

5461. How do you consider that it works?—I think that they have done the service between Suez and Bombay just about as well as it has been done by the other company, the Mercantile Company, as far as postal purposes go.

5462. Do you believe that the mode in which that service is conducted is sufficient to meet the requirements of the trade of Bombay, and of that side of India?—Not for developing the goods traffic; I think that for this purpose the fares are too high.

5463. Do you think, from what you have heard and from general rumours, that the passengers are as comfortably provided on board the ships from Bombay to Suez, as they are on board the vessels of the Peninsular and Oriental Company from Calcutta to Suez?—I believe that passengers are not so comfortable between Suez and Bombay as they are in the boats of the Peninsular and Oriental Company.

5464. Do you believe that that is a service which the officers in the Indian navy consider to be derogatory to their character and profession?—I should answer that by saying that I consider it a service that is disagreeable, but as it is a service which the Government exact, I should not conceive that they consider it derogatory to their character.

5465. Do you recollect at any period when you were serving in the profession that objections were raised by the officers of the Indian navy to that service?—I do.

5466. Will you state the particulars of those objections?—When steam was first introduced between India and Suez, it was of an experimental character; at that time both the captains and the officers considered there was some little *éclat* in performing these experimental voyages in a vessel very ill adapted to the service; but when once this experimental service became confirmed into a line of passenger traffic, the officers so employed remonstrated and memorialised against the duty. Their memorial was countenanced by the superintendent head of the Indian navy; and the result was, that the Court of Directors permitted those who objected to serve in passenger vessels to leave the service on the full pension of their rank.

5467. What were the arrangements under which that service was at first conducted; to whom did the amount paid by the passengers go, to the Government, or to the captain who commanded?—

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commanded?—I am not aware what the arrangement was when the service was first commenced, but there has been a witness before the Committee, who could give this information: Captain Wilson, who commanded the "Hugh Lindsay" during these experimental voyages.

5468. Do you believe that, as far as the mercantile line of communication is concerned, the Bombay line is satisfactory to the merchants of India?—No, I do not think it is satisfactory to the merchants.

5469. Are these inconveniences owing to the mode in which that line is conducted, which prevents the carriage of the lighter goods which would naturally be conveyed by it?—The line to Bombay does not take goods.

5470. Do you know the reason why?—Not unless it be that the vessels employed are men-of-war; vessels flying a pennant.

5471. Do you know whether that was owing to the Act which prohibits them engaging in trade?—I should consider so.

5472. Then you consider that, even if that communication was improved, it still could never be made the means of a communication as far as goods are concerned?—Not so far as goods are concerned; if the goods and mails could be disassociated, I see no reason against carrying passengers with the mails; but if the regulations are against goods, I do not see how merchandise is to be carried.

5473. Do you believe that a service such as that which is performed by the Indian navy is advantageous to that service in its capacity as a naval force?—It is work which has been exacted both by the Government here and by the East India Company; I think the system a bad one. An officer under a pennant on the quarter-deck is a very different man to the same individual in command of a merchant vessel.

5474. Do you believe it is possible to combine the merchant service with the naval service, and make both efficient?—I think it impossible.

5475. Mr. *Corry*.] I think you stated that one great advantage which the public derived from the communication between Bombay and Suez being in the hands of the East India Company instead of the Peninsular and Oriental Company, was that the fare charged by the East India Company was only in proportion to the length of the voyage, and afforded the passenger, without any extra charge, the option of going home by Trieste; do you think that, in the event of a competing company being established, the effect would be to induce both companies to reduce their fares accordingly?—I think we have been greatly indebted

indebted hitherto to the boats of the East India Company; they have had the effect I have mentioned of keeping the Indian Seas open. If a second company were plying, the fares charged by the boats of the East India Company would be an element which must be weighed in apportioning other fares. So long as the boats that ply to Bombay are in the hands of the East India Company, no commercial company can exact exorbitant fares on this line.

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5476. If there was a competing company on the Indian Seas, do you think they would find it to their advantage to make the fare proportionate to the voyage?—I think so.

5477. Is that one of the advantages which you contemplate would arise from the establishment of competition?—Yes; the adjustment of fares to charge in proportion to the distance covered.

5478. Mr. *H. Berkeley.*] Do you not think that a railroad across Egypt, for instance, supported mainly by passenger traffic, would be a great check upon the probability of war?—Undoubtedly all means of intercommunication bind nations together.

5479. Now, for instance, as regards that through Egypt, suppose there were a war, and the great projector of that proposed railroad should have to carry nothing but Arabs instead of Europeans from India and back, it would make rather a difference, would it not, in his returns?—I think that the Pacha contemplates far more than the arrival of one or two boats a month at Suez to give employment to the railway. There is a traffic in the Red Sea which has never yet been reaped; the Red Sea has indeed been traversed by steamers, but hitherto these have done nothing to develope its commerce; the rail and steamers combined will do this.

5480. The same reason would exist as regards this, as exists with respect to Panama and the United States; it would be an incentive to keep the peace?—It would.

5481. Mr. *Crawford.*] Is not the Indian navy what you would call a scientific service?—There are branches employed in surveying.

5482. The officers are brought up with a view of undertaking duties of a scientific nature, and they have performed some very elaborate services?—They have.

5483. When the officers of the Indian navy meet on duty with officers of the royal navy in a squadron, in the Eastern Seas, for instance, would they not take rank with the officers of the royal navy?—Yes, according to the date of their respective commissions.

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5484. Would you not consider the duties which ordinarily devolve in a merchant ship upon the mate, such as a scientific officer, wearing an epaulette and accustomed to walking the quarter-deck, ought not to undertake?—Certainly.

5485. In fact, there are various duties which the wants of passengers on board a merchant ship require some person on board that ship to undertake, which would not be fit for an officer carrying a commission?—Yes.

5486. Mr. *E. H. Stanley.*] Do you think, as a general rule, that the turning of a man-of-war into a passenger steamer is productive of inconvenience both to the officers and to the passengers?—Nautical men can voyage in men-of-war as passengers, without much discomfort; but I think landsmen generally wish themselves out of a vessel of that description as soon as possible, because there are many little matters essential to their comfort on which they would feel a delicacy in applying to a commissioned officer, but in which there could be no impropriety in asking the mate on board an ordinary passenger vessel.

Arthur Anderson, Esq., a Member of The House; further Examined.

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5487. *Chairman.*] THERE were some papers which the Committee were anxious to obtain the last time you were examined, have you got those papers with you?—I have brought a few returns of the company; other papers I have no opportunity of producing at present, because there has been no meeting of the Board of Directors of the company since; those which I am now about to produce, I have taken upon myself to bring without consulting my colleagues. The first is a return of the quantity of coals consumed by the Peninsular and Oriental Steam Navigation Company in the Indian mail service, which amounts to 54,000 tons; the average cost, I stated the other day to be about 45 *s.* a ton ready for use on board the ships.

5488. Mr. *Bright.*] Where is that?—For the line of service of the Indian mails.

5489. On both sides?—Yes.

5490. *Chairman.*] Do you mean that 45 *s.* is the average on the whole?—Yes.

5491. Mr. *Bright.*] What must it be on the other side?—I am taking the average of the coals consumed upon the whole line.

5492. We have had it in evidence that coals at Alexandria can be had at 18 *s.* a ton; if the whole average be 45 *s.*, the price

price on the other side of the Isthmus must be very high indeed; I want to know what is the price on the other side?—I begin with Suez, the coals there stand us in about 90 *s.* a ton brought to Suez.

5493. *Chairman.*] You consume but a small quantity there?—We do not take a large quantity at Suez; we consume as little as possible; at Aden, the price comes to about 48 *s.* to 50 *s.*

5494. Mr. *Bright.*] In making your average, have you taken into consideration that your greatest quantity is not expended where the price is highest?—We have taken it from the accounts out of the books, and have struck the average upon the whole quantity of coals we consume; for the first thousand miles, perhaps our coals only costs us 20 *s.* or 21 *s.*; the next 500 miles, perhaps they cost us 3 *l.* or 4 *l.*; the next, perhaps, between 50 *s.* and 60 *s.* This is the principle upon which the average has been struck upon the whole line; and we find, taking all the prices together, about 45 *s.* is a fair average, including the expenses of our depôts and landing the coals into those depôts, and delivering the coals from those depôts on board the ships. We consider the price of the coals to be that which they have cost us, when they are actually placed on board the steamers.

5495. *Chairman.*] From what years did you take the average?—We have taken the average over a series of about three years past.

5496. What years?—1850, 1849, and 1848.

5497. Mr. *Bright.*] The prices have been very low recently, I believe?—They fluctuate very much; they have been very low lately at some stations; they depend upon the demand for ships at the places when the coals have to be delivered, the cost being determined by the rate of freight.

5498. Are they Welsh coal or Newcastle which you use?—We take chiefly Newcastle coal for the East India service, and the Welsh for the home stations.

5499. *Chairman.*] Do you include in the cost of the coal the cost of the depôts where the coal is kept?—Yes.

5500. Mr. *Bright.*] You take the coals from the ports nearest the mines in your own ships, or in chartered ships, I suppose?—We contract with parties to deliver certain quantities of coals at our different depôts at home and abroad at fixed prices, including freight and all charges.

5501. Is that with the owners of the ships, or with the owners of the collieries?—Sometimes with one and sometimes with another, but chiefly with shipowners; any parties who we

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are satisfied can carry out the contract we are ready to contract with.

5502. *Chairman.*] In estimating the cost of coal, it is not the cost at which you lay down the coal, but you take the cost at which your coal is burnt, including the cost of the establishment where your coal is kept?—Yes. I have brought another return of the rates of wages paid by the Peninsular and Oriental Company in the India Mail services, and also of the establishments of their ships, as regards the number of officers and the crews on the different stations. The whole number in one of our vessels upon the Indian Sea station, that is between Suez and India, is about 195; in such a vessel as the "Hindostan," for instance, we have the commander, five officers, a surgeon, an apothecary, a purser, and six engineers, together with a number of firemen, sailors, and stewards; the complement of the "Hindostan" is 195 persons altogether.

5503. Mr. *Bright.*] One hundred and ninety-five persons of all kinds?—Of all sorts on board the ship. On the service between Southampton and Alexandria they are less. The total number is about 90, including one commander, four officers, a surgeon, a purser, and four engineers.

5504. Mr. *Corry.*] What is the reason of the great difference in the complements on the Indian side and the Mediterranean side?—Because on the Indian side the climate is much more trying; a much larger number of men are required to do the same work; we have more men who become sick and unfit for service; the ships are also somewhat larger.

5505. Mr. *Bright.*] On the other side, are those 195 all Europeans, or do you employ any native men?—We employ some Indians, especially for firemen, and for other work in the engine-room.

5506. Are any of the seamen Indians?—The seamen are chiefly English. These are the rates of wages paid to the officers and crews by the Peninsular and Oriental Company, stated in two columns: one is for the Southampton and Alexandria, or what we call the home part of the service; the other is from Suez to Calcutta and other ports of India, called the foreign part of the line. The amount of remuneration paid to the commanders per annum on the home station is about 650 *l.* I may explain that part of this is paid in premiums upon the number of passengers; the estimate is made as correctly as possible; and is about what they earn per annum. On the Calcutta and Suez station, the commander gets

gets about 750 *l.* Chief officer 120 *l.* home station, 180 *l.* foreign station; second officer 72 *l.* home station, 144 *l.* foreign station; third officer 48 *l.* on the home station, 108 *l.* foreign station; fourth officer 36 *l.* on the home station, and 54 *l.* foreign station; fifth officer we carry only upon the foreign station, 54 *l.* also; surgeons 100 *l.* and 150 *l.* a year; pursers 200 *l.* home station, and 300 *l.* foreign station; first engineer 192 *l.* home station, and 300 *l.* foreign station; second engineer 144 *l.* home station, and 192 *l.* foreign station; third engineer 96 *l.* home station, and 168 *l.* foreign station; fourth engineer 96 *l.* home station, and 144 *l.* foreign station; fifth engineer 96 *l.* foreign station only; sixth engineer 96 *l.* foreign station only; firemen, home station, about 39 *l.* to 40 *l.*, on the Calcutta station 72 *l.*; seamen 30 *l.* home station, 40 *l.* Calcutta station; native crew 15 *l.*

5507. Mr. *Divett.*] You were asked the other day for some letter received from the passengers of the "Erin:" have you got it?—I have got a letter with me, but not from the passengers. This is a list of the proprietors of the Peninsular and Oriental Company; they are classified as to professions and sex. I believe it has not yet been given in (*delivering the same.*) I was asked by the Hon. Member for Harwich, the other day, whether I would produce a letter from passengers in the "Erin." I have had a search made in the office, and can discover no letter nor any complaint from passengers; but I find there was an official complaint made against delay in the postal service, when that steamer was damaged in the Bay of Biscay, addressed by the East India China Association to the Admiralty, and I have brought it and the company's reply to it. I have got also some letters which I promised to bring from passengers complaining, and also some of approbation. Before I read those letters, perhaps, the Committee will allow me to state one or two facts with regard to the treatment of passengers, as there has been a good deal said about it. I wish to state the nature of the measures and system adopted by the directors of the company, to insure the greatest possible certainty of the passengers being well treated. I may first begin by stating, as there has been a good deal said about its being derogatory to officers in the navy to be connected with passenger ships, that I think the officers of the Peninsular and Oriental Company's vessels are placed in a far more independent and gentlemanly position under our system than even those officers. We pay our commanders a fixed salary; we also allow every commander a premium upon the number of passengers which he carries in his ship, making it his personal

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interest to render his ship as popular as possible, and to get the greatest number of passengers in her. With regard to victualling or providing for the passengers, he has no interest whatever in it, except to see they are well-treated; he is not like the commander of an Admiralty packet or an East India Company's ship, who has a certain interest in the victualling and the passage money. To prevent any waste which might occur under such a system, we have a counter check in the purser, who is charged with the care of the whole of the victualling stores, provisions, and wines, and everything that is supplied by the company; he is answerable that there shall be no waste committed, and he is also bound to provide everything of the best kind. We make contracts and arrangements with the most respectable parties we can find for the supply of those stores; they send in samples to us, which samples are sent to the ships and to the stations where the stores are to be received and put on board, and the purser is under very stringent regulations that he must examine all the stores which come on board, and compare them with the samples sent, and under which they have been agreed to be provided, and not receive any which are not perfectly good and sound, so that as far as the system goes we are not aware that we can adopt any better means to secure the comfort of the passengers.

5508. Mr. *Crawford.*] You said that the East India Company's captains victual their ships now for passengers?—The captain of a vessel, as I understand, has a certain share of the passage money, I believe two-thirds, out of which he has to find provisions for the passengers, and the Company take the other third.

5509. That was the case, but are you sure that it is the case now; because I have reason to think the system has been altered, and that the captain has nothing whatever to do now with the victualling of passengers?— My chief ground for considering it must be the same now, is from a return which has been made to The House of the expense of the packets. They, the East India Company, and the Admiralty, I think, do the same, take credit against the expense for a certain sum received, which is one-third of the passage money. I promised the Committee that I would bring them up the dates at which some reductions which I mentioned, when last examined, had been made from time to time in the passage rates of the Indian line. I have it here, and will read and give it in. It is headed, "A Statement of reductions in the passage rates of the Peninsular and Oriental Steam Navigation Company since the commencement

commencement of their operations in the Indian Seas. Fare between Southampton and Calcutta, reduced from 143 *l.* to 127 *l.* in March 1847. A reduction of 20 per cent. in favour of cadets and writers of the East India Company, proceeding to India on a first appointment, established in June 1847. Fare between Southampton and Calcutta, reduced from 127 *l.* to 105 *l.* during three months of the year each way, in February 1849. Reduction of 10 per cent. in favour passengers making a voyage to and from India and China, or *vice versâ*, within 12 months, established in January 1850. A system of return tickets in favour of passengers visiting Egypt from India for the benefit of their health, and between intermediate ports in India and China, introduced in October 1850. The reduction from 127 *l.* to 105 *l.* for three months of the year, extended to five months each way; and the rates for reserved cabins, and for ladies and children, considerably reduced, March 1851. *Nota bene.*—The above return does not comprise the reductions made at different times between the intermediate ports on the India and China lines."

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5510. Mr. *Bright.*] In making those reductions with regard to young men going out to India on a first appointment, and with regard to others who are coming from India on account of sickness, upon what principle do you reconcile those deviations from your regular fares?—Upon this principle, that we considered that a young man going out to India to seek his fortune is not, perhaps, overstocked with money, or friends either; and we considered that, as this line was established chiefly to benefit Indian interests, we ought to make some little allowance in such cases.

5511. Do not you know of any cases of mercantile men going out on a first occasion, who hope to make a fortune, and who do not rise in the world through interest?—I am coming to that.

5512. Do you make any special reduction to them on that account?—We do, under special circumstances. I was going to add, that we also have another system of facilitating passengers. For instance, a passenger going out to Alexandria or to Calcutta, if he has time on his hands, and he wishes to visit several places in the intermediate line, may, with his through ticket, proceed in any of the Company's vessels; he may go to Cadiz or Lisbon, and stop there, and go on by the next vessel to Gibraltar, and stop there, and to Malta; and all upon his single ticket, instead of having to pay the intermediate fares.

5513. Do

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5513. Do you charge him any more for those privileges than if he went right through?—No.

5514. Then any passenger booking here to Calcutta may take his ticket with those advantages, of taking any of the Company's boats?—Yes; his ticket franks him for all the Company's boats.

5515. What are the particular advantages which you offer to mercantile men?—I have got another document here which I will read, and then I will explain that. This is "A statement of reductions and returns of passage money ordered by the directors of the Peninsular and Oriental Steam Navigation Company during 12 months ending the 31st December 1850, under circumstances which afforded no ground for a claim, except upon the liberality of the company." The amounts are in returns 2,232 *l.* 16 *s.* 2 *d.*; in reductions 1,642 *l.* 1 *s.* 4 *d.* Those returns and reductions are made under a variety of circumstances; one of them is where sometimes a passenger having paid his passage embarks, and coming on board in very ill health, dies; in that case, the whole passage is returned from the next station to the place at which he died. It is a general rule with the company to do that. We also make reductions to persons going out for educational or missionary purposes; we generally make some reduction to them, and there are a variety of other circumstances under which we make reductions, and where parties have been in circumstances of distress, or poor, we have generally taken a liberal view of the case.

5516. In making a reduction for educational or missionary purposes, do you extend that impartially to all sects of religion who may be engaged in those labours?—Yes.

5517. Mr. *Willcox.*] To Roman Catholics?—To all denominations.

5518. What is the total amount?—£.3,874 17 *s.* 6 *d.* in 12 months. As I have not been permitted to read the letters with reference to the complaints of passengers, I may state that we generally have found that the passengers outwards have been more difficult to please than passengers coming home from India. I can speak a little from personal experience on this subject, having travelled with a large party once from Southampton to Suez; and I can only say from the experience I then had, especially in crossing the Desert towards the Red Sea, I never before did so sincerely sympathize with a character that I have no business to compare myself with, perhaps; that is, Moses when leading the children of Israel through nearly the same track; for the complaints and requirements of these

India

India passengers were scarcely less numerous or more reasonable than were those of the Israelites of old. I understand that a question was put to a witness, recently examined, whether it was probable that a company would invest a large amount of capital, to the extent of a million sterling or so, without a contract; the answer was, that the Americans did it. Now I have been looking at an official document, the report of the Secretary of the Navy of the United States to Congress, in which I find the following facts, namely, that the line of American steamers between New York and Liverpool, for performing 124,000 miles, being the whole amount of their voyages, have a sum of money from their Government which comes to 14*s.* a mile; while, for the distance from Southampton to Alexandria, the Peninsular and Oriental Company have, for performing 72,000 miles, a sum which comes only to 6*s.* 3*d.* a mile.

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5519. Mr. *Bright.*] Do you know whether the Bremen packet has anything?—That is the line of American steamers from New York, Southampton, and Bremen, once a month. The distance they perform is 3,752 miles per voyage; 24 voyages come to 90,000 miles, they get for that 200,000 dollars; the mileage rate comes to 10*s.* a mile upon that line. Then there is a third line of American steamers from New York by Cowes to Havre, once in two months; the mileage rate for the sum that they get, and the distance they do upon that line, comes to 8*s.* 5¾*d.*

5520. Are you not aware that there has recently been a discussion in the American House of Representatives upon that subject, and that the opinion has gone very much against those large subsidies, and that any addition to them for other lines has been refused?—I understand there was an application made by some of the existing lines to increase their allowance, and that the Congress refused to do so; but I have not heard anything of a discussion of the kind to which you allude. I am speaking of the present state of facts.

5521. Mr. *Mangles.*] Has not the American government very recently given Mr. Aspinall a subsidy for packet service in the Pacific?—I am not aware of that fact. Another remark I wish to make upon some former evidence tendered to the Committee is this. It was considered a matter of blame to the Peninsular and Oriental Company, that their vessels had not arrived at Calcutta more than 22 times before the express from Bombay. I wish to remark upon that, that I consider it is by no means a fair inference that there was any want of speed in our vessels; because it appears to me that there could be

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be no necessity for any express from Bombay to Calcutta, except upon the ground that it ought to arrive at Calcutta before the steamer. The arrival of the steamer first ought to be considered the exception, and not the rule. Another fact I wish to advert to is this: in explanation of an answer I gave the other day, the honourable Member for Harwich put a question to me, as to whether the extensions we had made in our communications with the East had not been made since the advent, as I may call it, of the Eastern Steam Navigation Company? To which I answered that they had been made since. I meant that the arrangements for the extra communication between Calcutta and England, which I referred to then, had actually been carried into operation since then; but I find on reference to the minutes of our proceedings, that all the measures taken for this arrangement were decided upon long before that period, for I find minutes as far back as the year 1849, for constructing two vessels which we required for carrying out those extensions.

5522. Mr. *Wilson.*] You wish it to be understood that it was not in consequence of that threatened opposition that you did that?—Yes, that we had previously decided upon those measures.

5523. Mr. *Bright.*] On the other hand, you admit, I apprehend, that the prospect of the future has rather accelerated all your operations?—I admit that.

5524. Mr. *Corry.*] Were those two vessels you referred to ordered to be built expressly for the purpose of more frequent communication?—They were built with the object of extending our communications with India, and between India and China, and having built them we were better able to appropriate others for other extensions.

5525. They were built, then, for the purpose of extending the existing communication, not for establishing a semi-monthly communication?—Partly both; because, having those two ships, we could spare others. They were not exactly designed for the semi-monthly communication, but having those vessels, we were able to apply others for that communication. I stated the other day, upon the question of competition, that we had a tolerably active competition already with those splendid sailing ships going round the Cape. An instance has come to my knowledge, which only happened two days since, which I will state to the Committee, and which will show, I think, that the competition is not a very inactive one. A gentleman had, it appears, bespoken a cabin in the ship "Ellenborough," for India; a friend, finding there was some chance

chance that we might admit him at the cadet rate, which is 20 per cent. lower than the ordinary, he considered that it would be better to go by the steamer and the overland route, and went back to the agent of the sailing vessel, and told him that he would pay the usual forfeit for not fulfilling his engagement. The agent told him they could not part with him, and would make everything pleasant to him, and reduced the passage fare from 80*l.*, which he was to pay, to 60*l.*, and he has fixed for the "Ellenborough." *A. Anderson*, Esq., M.P. 26 June 1851.

5526. Mr. *Bright.*] You have not yet told us what are the reductions which you offer to mercantile men?—If they are needy or distressed mercantile men, we take them under the same reduction as other men similarly situated, but there is no general regulation as to them.

5527. Do not you think that if, instead of those especial exemptions to catch particular classes, you were to go on an enlarged principle, and to apply the reductions to all young men going out both to the company's service and to everybody else, it would be more creditable to the company, and as profitable to the company?—We shall be ready to do so, provided we see that we can pay a dividend out of it.

5528. Do not the clerks pay, or the masters pay, for this concession which you make to persons connected with the service; and have not men going out in connexion with the service much greater incomes than those going out in connexion with mercantile affairs?—I can only say, that out of the present sum of 3,800*l.* and odd, many clerks have come in for a portion of that.

5529. Does not it strike you, that you run the risk, by the course you are pursuing, of creating an opinion that whilst you do not regard much the mercantile feelings of India, you take particular care not to make enemies of the servants of the East India Company?—I cannot quite admit that; the fact is, that those very parties whom we take out at the reduced fare, such is human gratitude, are the most troublesome and ungrateful passengers we have; so much so, that we were very nearly making a minute that we would not take them at any price.

5530. Mr. *Mangles.*] Who is your chairman?—Sir James Matheson.

5531. Is he not a man of eminence?—Yes.

5532. Are there not other mercantile men of some eminence on your direction?—Yes; I trust as mercantile men, we are all of some distinction.

5533. Would they be likely to show any especial disfavour

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favour to other mercantile men going out?—I should say otherwise.

5534. As to currying favour with the East India Company, have you not recently been engaged in rather a smart controversy with them, with regard to the Bombay and Suez line?—Really the only answer I can give to that is, that any currying of favour on our part, supposing we had done so, has had very little effect.

5535. Have you anything more which you wish to give in?—I have nothing more at present.

5536. Mr. *Wilson.*] Was the object of your company in taking cadets cheaper this, that there are a large number of that class of passengers, and who are generally young men of very limited means, and to whom going round by the Cape would be a great object in respect of their funds if you had not reduced the fares?—That was one consideration; we also understood that, under the old system, before we came into the field to afford conveyance, it was usual for the East India Company to get some reduction made in the conveyance of those young men to India, either by their own vessels or vessels that they used to charter at that time.

5537. Is it not a very customary thing upon railways, and with all other conveyances, to make some difference with regard to particular classes of passengers where the numbers are large and continuous?—There are Parliamentary trains, but I think the cases are not quite analogous here; the cadets are not so very numerous as to make that an object to the Company.

Robert Stephenson, Esq., a Member of the House, Examined.

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5538. *Chairman.*] ARE you a Civil Engineer?—I am.

5539. Can you state to the Committee what arrangement has been entered into with the Government of Egypt with reference to the railroad across the Isthmus?—Perhaps it would be better if I gave you a very short narrative of what took place.

5540. If you please?—I went to Egypt last October, not with the intention of investigating the question of a railway across the Isthmus; but when I arrived here, Mr. Walne, the consul at Cairo, called upon me to say that his highness the Pacha had heard of my being there, and wished to have a conference with me with reference to the railway from Alexandria to Cairo. I waited on his highness; he put a great many questions respecting the feasibility of making a railway

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way from Alexandria to Cairo. He was particularly careful to guard against the impression in the first instance that he wished the railway made to Suez; as I afterwards learned, he reason of that was, that the French interests are very much opposed to the establishment of a railway across the Isthmus, believing, rightly or wrongly I do not know, that it is much better for France and all the countries lying on the Mediterranean to have a canal instead of a railway, in order to make the Mediterranean the high road to India both for passengers and for commercial purposes; therefore they have for a long time been endeavouring to establish the feasibility of making a canal across the Isthmus. What the French had done with reference to the canal was this: M. Lenon, the engineer to the Pacha, is a Frenchman, and has been resident in that country since the French were in Egypt in 1799. The expedition of that year reported that the difference of level between the Red Sea and the Mediterranean was about 33 feet; and as the intervening country was very level, and gradually, as they supposed, falling towards the Mediterranean or the port of Pelusium, which was their object at that time (which is on the east of the Delta, and occupies a position very much like Alexandria on the west, excepting that Alexandria is a very good port and Pelusium is a very bad one), Lenon wrote some five or six years ago to a friend of his in France, with whom I was intimately acquainted, wishing him to revive the project, or to commence a project for establishing a water communication, which he said he felt convinced was easily attainable between Suez and Pelusium. Monsieur Tullabot, the gentleman I allude to, wrote to me on the subject, and wished me to join him and an Austrian engineer, named Nigrelli, in investigating it; and we sent a staff out. We united and spent a good deal of money over it, I think as much as 4,000 *l.*, in investigating the feasibility of this project; for, upon the showing of the report of the *savans* of 1799, I was certainly very much inclined to believe that water communication might be established between the Red Sea and the Mediterranean on account of this difference of level. Lenon's idea was to open a canal through the Desert, which was not very sandy; and I do not think there would be any difficulty with reference to the sand; I think we might keep the canal open; the difference of level would have given a constant current from the Red Sea into the Mediterranean of about three and a half miles an hour, without any locks at all; that was the advantage to be derived from having a constant fall. In that case there would have been a sort of

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Bosphorus between the Red Sea and the Mediterranean, as there is between the Black Sea and the Mediterranean. This idea I certainly was very much enamoured with at the time; but, however, the result turned out to be, after we had spent this money in investigating it, that instead of there being about 33 feet difference of level, there was no difference at all, and therefore the whole thing fell to the ground, at least in my mind. I must state, however, that the French engineer still thinks that a canal communication might be established, not, however, without the introduction of very large locks, inasmuch as the utility of any water communication there must be dependent upon the facility of sending through very large vessels; the question of small vessels would be of no importance at all. Therefore, after being on the ground, and after having walked over a great part of the Isthmus from Alexandria to Suez, I was satisfied that a canal would be enormously expensive, and I believe, inasmuch as there would be no current, it could not be kept open; consequently, my opinion is, that you could not maintain a canal, and that it is useless to attempt it. The question, therefore, resolves itself into a railway, and I told the Pacha what I am now telling the Committee, that I was certainly, after having seen the spot, decidedly against a canal, and would not recommend any one to go into the matter. After I left Egypt I heard from the Honourable Charles Murray. I had a communication from him, in fact, which amounted to a decided intimation, or authority rather, on the part of the Pacha to me, to commence the railway immediately; that I was to enter into contracts and proceed at once with it. This was so full a power, that I hesitated to act upon it until I had some further communication, and that communication has now been going on for the last two months since I returned, and I thought it better to send out an agent in order to expedite the conclusion of the arrangement, which, in point of fact, is made; but there are some points requiring personal explanation, which I thought it better to meet by sending one of my principal assistants out. He left by the last mail, and he is now on his way there; I hope by his return that the whole thing will be settled, and I shall have authority at once to proceed with the work.

5541. How do you propose to carry that line?—To commence from the harbour of Alexandria, an extremely fine harbour, though it is sometimes difficult to make it in thick hazy weather; but the harbour itself, when you are in it, is the most perfect thing imaginable. I propose making a jetty in it, alongside of which the steamers may lie, and the passengers

gers will be transferred at once on to the rail. The first project was for a railway from Alexandria to Suez, almost direct, which, however, I found would be an injudicious course to pursue, for it would have to cross the Nile, where it was very wide indeed, and would have to cross the three branches of the Nile, both the Rosetta, the Damietta, and Pelusic branches; and independently of that, an enormous number of small bridges would be required to carry the line over a great number of canals, which are used for navigation throughout the Delta. I therefore proposed a line to proceed almost direct from Alexandria to Cairo, up the west side of the Delta, which is perfectly level; you require nothing but a ditch to be cut on each side, or to make a small embankment of about three or four feet in height; with that exception there is nothing required to be done; the canals there are very few in number, and these few are very small in width. I estimated that a single line, with a few miles of double line in the middle, may be executed, I am quite sure, under 6,000*l.* a mile. The construction of the embankments and the bridges would be done by the *fellahs*, and the iron work and the superstructure will be sent from England.

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5542. How many miles will that line be?—The distance from Alexandria to Cairo is 140 miles; from Cairo to Suez, if his Highness decides on going on, which I have no doubt he will do afterwards, but at present the arrangement is only meant to apply between Alexandria and Cairo; you leave the Delta, and from Cairo it becomes a question; but I think it is pretty well decided whether you should take the direct line across the desert, by the Indian mail line, or by the old canal of Sesostris, which passes round the end of the promontory, over which the old road passes. My own opinion is that there would be no such difficulty in pursuing the direct course as to render the other, although easier of execution, and an absolute level when finished, the more desirable; I still think it would be preferable to take the short route, which will be about 70 miles.

5543. Making in all 210 miles?—The direct route from Alexandria to Suez, I do not know precisely what distance it would be, but I imagine about 50 miles shorter. But as Cairo contains at present upwards of, I think, 200,000 souls, and Alexandria about 70,000 or 80,000, I should deem a railway communication between those two places, as regards Egypt alone, without reference to the Indian mails, a very important step.

5544. Mr. *Divett.*] Does the first of the plan from Alex-

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andria to Cairo contemplate the completion of it as far as the bridging of the Nile at Cairo goes?—No, the construction of that bridge across the Nile is a very difficult operation; they have almost brought to completion one of the most remarkable engineering works of modern times, that is, the barage across the Nile. The Nile below Cairo divides into two branches the Damietta and Rosetta, and at that point they have almost completed a bridge; it may be called a bridge, with small arches and sluices, which is intended to shut the Nile up at that point to make a cascade over, or to allow it to pass over the dam; they propose to raise it, I think, about eight or nine metres, that will be about 26 feet above low Nile; that will enable them to irrigate the whole of the Delta during the whole year; at present the land may be said to be unproductive about three months after the Nile begins to fall; then it becomes exceedingly difficult and expensive to raise water by manual labour, and therefore they produce as much in three months as they consume in the 12. By raising the level of the Nile at that point, they will be enabled to throw water throughout the Delta during the whole year, so as to carry on agricultural operations throughout, almost without interruption, because at all seasons the land there would produce.

5545. Mr. *Bright.*] Have you formed any opinion as to the time which would elapse or be necessary to make the line round by Alexandria to Cairo?—I have engaged to complete it in two years or two and a half if they will construct the embankments; employing their own labour, in about 10 or 12 months.

5546. *Chairman.*] How is the money to be advanced; by the Government or by the Pasha?—By the Pasha.

5547. Mr. *Corry.*] I think you said the French interest was hostile to a line between Alexandria and Suez; was it also hostile to a line between Alexandria and Cairo?—Quite so.

5548. Do you think the French interests would be sufficiently powerful to deter the Pasha from completing the line from Cairo to Suez?—I think not. The barage being nearly completed, and a very great engineering difficulty having been overcome very successfully by Mussoul Bey, the French engineer, I proposed to make use of that barage as a railway bridge; it is perfect in every respect for that purpose; perhaps it would not have been placed precisely in that position if it had been placed for merely railway purposes, but being there, and having cost about between half a million or 600,000 *l.*,

I propose

I propose to make use of it and to save the enormous expense of another bridge for the railway.

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5549. *Chairman.*] It is nearly completed?—Very nearly.

5550. Mr. *Divett.*] How will it affect the railway, with reference to its position?—The barage is about 11 or 12 miles below Cairo, where the river divides into two branches.

5551. Having passed the barage is there any difficulty in getting to Cairo on the other side?—Not the least.

5552. You contemplate still going to Cairo?—Yes.

5553. *Chairman.*] What is the highest level you have to make on the line from Alexandria to Cairo?—From Alexandria to Cairo it is as smooth as this table.

5554. From Cairo to Suez?—From Cairo to Suez the elevation of the ridge is about 960 feet; it attains its highest level at about the number 12 station, which is about six or seven miles probably from Suez; the ascent up there would be about 60 or 70 feet in a mile.

5555. Mr. *Bright.*] With regard to the proposal of Pelusium and the canal, would it be possible at any moderate expense to make a harbour there?—I believe impossible; we had a very elaborate survey made of it, and the water does not maintain a depth even at high water of above six feet for about five miles out, therefore excepting you could get a scour by this difference of level, you never could scour the mud away, because all the mud of the Delta, by the current existing in the Mediterranean, is swept away from the Alexandrian side to the east.

5556. Mr. *Corry.*] Would there be any great difficulty in providing facilities for shipping and unshipping goods at Suez?—None whatever; I examined the western coast of the Red Sea for two days down at Suez; the water is very shallow, and the vessels are obliged to lie about three miles off Suez; there is Res Ataka on the west side of the Red Sea, where you might get deep water, and I think the railway could be carried up almost to the jetty, which would be similar to the one I propose at Alexandria, but not at Suez.

5557. I suppose you anticipate a very considerable traffic in merchandise if the railway were completed?—Very considerable.

5558. *Chairman.*] As an engineer, have you had any experience in the advantage which iron possesses over wood in the construction of vessels?—I have not been much of a maritime engineer, but I have had my attention from time to time directed to it; I have a small iron vessel now, and I am inclined to give the preference very much to iron vessels; they are

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cleaner; they are much more roomy, with the same capacity; they must require less power to attain the same velocity, and I believe them to be more durable. I think, as our experience extends, means will be discovered for preventing the oxydation of iron nearly altogether. In large vessels I believe it to be almost inappreciable, but in small vessels there is a difference; it is a very remarkable thing, but I think it is a pretty well ascertained fact, namely, that small vessels will oxydize and large vessels will not; at all events, the oxydation is much less rapid in large vessels than small ones. I have been able to observe that there are chemical reasons which I think may be adduced to account for it; but with respect to a small yacht which I have, I have entertained the idea, and I think it not at all improbable that it may be carried out hereafter, to copper vessels with a thin coating of copper, by electrotyping them. I think it quite possible, if you had a dock filled with sulphate of copper, you might treat your vessel as you do a small teapot, or anything else, in electrotyping now. I have been making some experiments with various paints on the bottom of my vessel; hitherto they have not been successful; the paint wears off; the barnacles adhere to it, and in pulling them off, the paint is also drawn off. I have now got another paint, one which consists of the scales of copper, the oxyde of copper which falls off in rolling the plates of copper in the mill; they are ground up and formed into paint; the oxyde of copper which is formed possibly may get a coat of verdigris, in which case all the objects of copper may be answered, but if that fail, I seriously contemplate making some experiments in electrotyping. I shall be obliged, in the first instance, to do it piecemeal, and of course I shall not be so successful, but I believe if a dock were made for a vessel to go into, and that dock filled with a proper solution of copper, you might copper a vessel in that way in one sheet.

5559. Mr. *Divett.*] Have you turned your attention to the decision of the Admiralty against iron ships as vessels of war?—As vessels of war, I dare say the decision may be a just one.

5560. You mean as regards the effect of shot upon iron?—I mean as regards the effect of shot upon iron.

5561. How do you think that decision applies to the case of iron vessels for the packet service?—I think it is a very injudicious restriction, and I could not help thinking it very indiscreet when it was made.

5562. You think it a very injudicious restriction, both as respects

respects the cost of the ship and the speed she attains?—No doubt.

5563. *Chairman.*] Can you state the difference of the cost of construction between a vessel of wood and one of iron?—No; a shipbuilder would do that much better.

5564. Mr. *Divett.*] We have had some statements made here as to the effect of the working of the screw in iron vessels, and in wooden ones; what is your own opinion as to the action of the screw in the two?—If they be of the same form, I can conceive no difference whatever, excepting that the screw is subject to vibration a little more perhaps, and that would certainly injure a wooden vessel more than an iron one.

5565. Then your opinion is, that there is less chance of derangement by the fittings in the hull of an iron vessel than a wooden one?—There is no evil to be apprehended in an iron vessel.

5566. Then in fact, there would be less effect in an iron vessel than in a wooden one?—Yes.

5567. Then, as regards the fineness of the lines in the screw vessel?—That would be the same in both, but you could not make the fine lines with a wooden vessel; you could not get sufficient strength with those fine lines.

5568. With the length of those fine lines you could not get sufficient strength in a wooden vessel, but you could do so in an iron one?—Yes; in fact, you may regard an iron vessel put together in plates the same as if it were one plate; the plates are rather stronger at the joints than the other parts of the plates.

5569. Then the result of your opinion would be, that for screw vessels for packet service you would prefer iron vessels to wooden ones?—No doubt.

5570. Mr. *Corry.*] Have you ever personally turned your attention to the fitness or unfitness of iron as a material for building vessels of war?—No, I have not. I read the statement of the Admiralty.

5571. Mr. *H. Berkeley.*] As regards the heat of an iron vessel; is it much warmer than a wooden one?—I have not felt the least inconvenience in my yacht.

5572. You did not find it inconveniently hot in the Mediterranean?—Not at all.

5573. Had you a very hot sun?—I had not a very hot sun; it was in winter; but I think a vessel must always take the temperature, but iron especially, very nearly of the sea itself,

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for being a good conductor the heat must very soon take the temperature of the sea itself.

5574. Mr. *Divett.*] I believe that was found to be the fact in some of the vessels used in the African expedition?—It would be so.

5575. Mr. *Plowden.*] I suppose you would make it of scrap iron in preference to any other?—No; ordinary iron would be quite sufficient.

Martis, 1° die Julii, 1851.

MEMBERS PRESENT.

Viscount Jocelyn.	Mr. H. Currie.
Mr. Chancellor of the Exchequer.	Mr. Divett.
Mr. Willcox.	Mr. H. Berkeley.
Mr. Crawford.	Mr. Mangles.
Admiral Bowles.	Sir James Hogg.
Mr. Corry.	Mr. Cowper.
Lord Naas.	Mr. Plowden.
	Mr. James Wilson.

VISCOUNT JOCELYN IN THE CHAIR.

Mr. *William James Page*, called in; and Examined.

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5576. *Chairman.*] ARE you a clerk in the Post-office?—I am.

5577. You have already given evidence, I believe, before this Committee?—Yes.

5578. The Committee are desirous of ascertaining, as nearly as possible, what the amount of postage is which is derived by the Indian communication; can you state that to the Committee?—When I was last before the Committee, I explained that the mode in which the Post-office business is conducted does not allow them, unless for some special purpose, to keep any account of the postage derived from any particular class of correspondence passing through the office, and for that reason we are unable to furnish the Committee with any particular information as to the amount of postage derived from the Indian correspondence, during the last three years; the latest

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latest information in that way that we have at the Post-office, is that furnished to the House of Commons in August 1848, being an estimate of the postage derived from foreign and colonial postage for the year ending the 5th of January 1848.

5579. Does that include the Indian postage?—Including the postage on letters to and from India. In this return the postage on letters between the United Kingdom and India *viâ* Southampton amounted to 62,876 *l.* 13 *s.*, and the postage on letters between the United Kingdom and India, passing in the closed mails through France, to 41,765 *l.* 19 *s.*; it is altogether a little more than 100,000 *l.* both ways.

5580. Then you have no means of ascertaining what portion of that 62,000 *l.* may be credited to India?—There are the two sums; one is for the letters sent *viâ* Southampton, and the other for the letters sent *viâ* France, but no portion is Indian postage.

5581. Mr. *Cowper.*] You mean that it is all paid in England?—Yes, all paid on account of England.

5582. Mr. *Divett.*] No part is internal Indian postage?—No part is internal Indian postage.

5583. All sea postage?—All postage on correspondence *viâ* Southampton.

5584. No Indian internal postage?—No Indian internal postage.

5585. *Chairman.*] Can you state to the Committee what difficulty there would be in coming to a more definite conclusion as to what the Indian postage amounts to?—I do not think it would be possible to give any account of any past period. We could, if the Committee desire it, immediately cause accounts to be kept for any given period in future; but I do not think for mails that are really now gone we could.

5586. Would it be possible to furnish the Committee on the arrival of the next mail with the amount of what that mail may produce?—It would be quite possible.

5587. Mr. *Mangles.*] And of the mail going to Marseilles in a day or two, and the mail going out from Southampton on the 20th of this month?—Quite possible.

5588. *Chairman.*] It is possible to furnish the Committee with the whole of the revenue derived from the Indian mail on the next outgoing mail?—Yes, as an estimate; it would not be the actual amount taken.

5589. Mr. *Cowper.*] To what degree do you think the contents of one mail would enable you to give an estimate for the whole year?—We generally consider it is unsafe to form

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an estimate from one mail. This account I have before me, which was laid before the House of Commons in 1848, was taken from actual accounts kept for three months; I think the Postmaster-general would be of opinion that a shorter period than that would not be desirable.

5590. At what period of the year?—September, October, and November.

5591. Are you aware whether the correspondence to India is greater at one time of the year than another?—My knowledge will not enable me to say.

5592. Mr. *Divett.*] You know the number of boxes?—They are recorded.

5593. Would that enable you to give the number of letters and likewise the number of newspapers?—I hardly think it would; I do not think the numbers are kept.

5594. Are not the newspapers sent in separate boxes?—Yes; but I inquired this morning before I came down to the Committee, and found the record did not distinguish, as respects the mails sent away, how many were boxes of newspapers, and how many boxes of letters.

5595. *Chairman.*] Have you seen any great increase lately in the number of boxes?—No part of the mail passes under my observation; my duties are not in the practical part, but in the correspondence of the office.

5596. The Committee being desirous, if possible, to possess this information, will you state to the Postmaster-general that they request he will be good enough to give directions that they may be furnished with an account of the amount of the outward and inward mails for this month of July, distinguishing between letters and newspapers?—Yes.

5597. Mr. *Cowper.*] Does your knowledge of the office enable you to tell us what would be the inconvenience of making such an observation upon the mail?—It would be attended with a little extra expense, perhaps, for a few additional hands to take such a return, but no real inconvenience.

5598. Mr. *Crawford.*] What was the time for which that return you quoted just now was made?—It is an estimate for a year, made from an actual return of three months.

5599. How much of the sum of 41,765 *l.* 19 *s.* is for the French postage?—I am unable to state.

5600. *Chairman.*] Perhaps when you furnish the information the Committee are desirous of having, you will then show the amount paid to the French Government?—We can show what amount is British postage and how much is French.

5601. Mr. *Divett.*] On what principle is that paid to the French

French Government; by weight?—It is a payment of two francs an ounce for the net weight of the letters contained in each mail. Mr. *W. J. Page.* 1 July 1851.

5602. What is it for newspapers?—Something less than a halfpenny for each newspaper; I think it is four centimes.

5603. *Chairman.*] When do you think you can furnish us with that information?—A few days after the termination of the month.

5604. Mr. *Divett.*] As far as the boxes are concerned, how do you account to the French Government?—We weigh the letters before they are put into the box, and furnish to France by the mail a statement of the number of ounces.

5605. Mr. *Mangles.*] Are you aware whether the correspondence has been much checked by taking off the Southampton mail in the early part of the month?—I have no means of forming an opinion upon it individually; people in the Post-office could perhaps say, but I, individually, could not.

George Thomas Braine, Esq., called in; and Examined.

5606. *Chairman.*] YOU are, I believe, an East India and China merchant?—I am. *G. T. Braine,* Esq.

5607. And Deputy Chairman of the Eastern Steam Navigation Company?—I am.

5608. Have you any objection to state what induced you to take an active part in the formation of that company?—The principal reason which induced me to join the others in assisting to form the company were, first of all, that I thought the interests of the trade with India and with China required a great extension of the present communication, not only as regards the number of boats, but as regards the speed at which the boats were going; and, in the second place, I thought that so very large a communication, involving so many interests in various parts of the world, ought not to be any longer in the hands of a single company, who might, from a variety of causes, either eventually fail to develope the communication so much as ought to be done, or might charge a higher rate for it than the public ought to pay.

5609. Can you state to the Committee what the proposal or proposals are which you have made to the Government?—We have had a great number of communications with the Government; but the only direct proposal we have made for the postal service was one we made a few days ago, of which I have a copy here, dated the 25th of June. It is a tender made

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made to the Chancellor of the Exchequer by the chairman and deputy chairman of our company for a monthly communication between Plymouth and Alexandria, touching at Gibraltar and Malta, and from Suez to Aden, Ceylon, Madras, and Calcutta, with a line from Ceylon to Singapore and Hong Kong. It was for a communication from Plymouth to Calcutta, and also one to China, to Hong Kong, and on to Shanghai, to be followed by an overland express from Trieste to Alexandria, which would unite with our boats, and be carried on to India and to China. The rate at which we propose to undertake the service was an average of 10½ knots an hour; and for a total payment for the whole service to the north of China and to Calcutta of 109,800 *l.*

5610. Admiral *Bowles.*] Did you state the size of your vessels?—We did not state the size of our vessels, but we stated the speed at which we intended to go.

5611. Have you any objection to put in that letter?—Not the least in the world. I am not aware whether the Chancellor of the Exchequer would consider it correct to put in evidence a copy of it.

5612. Have you had any further communication?—We have had an answer from the Chancellor of the Exchequer, stating simply that a Committee was sitting upon the subject of steam communication, and that, pending their report, he was not in a situation to make a new contract with any company; we have no objection whatever to put in the letter—(*delivering in the same.*)

Vide Appx.

5613. Mr. *Divett.*] Did this tender include communication with Bombay?—No, it did not include communication with Bombay; it was what we considered to be the great trunk line which we should first of all undertake; we left the communication with Bombay to be a question to be developed by communication with the Government afterwards. We have mentioned since to the Chancellor of the Exchequer that we were perfectly ready to take the communication with Bombay in any way that would suit the Government; but as it was embarrassed with other considerations, we did not think it expedient to tender for it until ascertaining the views of Her Majesty's Government upon the subject.

5614. *Chairman.*] Do you believe that the company you represent would be able to carry out any arrangement if the Government were disposed to enter into it for a second line?—I do not entertain the least doubt upon the subject; and I may mention as a reason for it, that in forming our company we considered it indispensably necessary that we should not go before

before the Government without being quite certain that that which we proposed we were able to undertake, and therefore we made it a condition, that for every person joining our direction the individual qualification should be 5,000*l.*, which is larger than the qualification for the Bank of England, larger than the East India Company, and larger than either the East or West India Docks; and as a further security that each director was in earnest in his desire to see a second communication carried out, we required that each director should bring in a subscription list of his personal friends for whom he would be responsible to the amount of 20,000 *l.* I may further state, that practically half-a-dozen of the directors, I believe, are ready at the present moment with half the capital, through themselves and their friends, upon whom they can rely; and before we put out our prospectus before the public, we felt certain amongst ourselves that we had half of the capital ready.

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5615. What is the amount of the capital?—£. 1,200,000.

5616. What are the shares?—The shares are 20 *l.* each.

5617. Is there anything paid upon them?—As much as we can by Act of Parliament call up. The whole number of shares are taken up, and two shillings a share has been paid, without any defaulters.

5618. Have you obtained a charter of incorporation?—We have obtained a charter of incorporation. There has been a delay in calling up any more of our capital. We could not until we had got our charter of incorporation and the deed signed; we were not in a position to call up more. The charter, I believe, was only signed at the last Privy Council.

5619. What is the security which you are prepared to give the Government if they require it?—We are prepared with any amount of security they could reasonably ask of us.

5620. On what evidence is your conviction of the necessity of a second monthly steam line to India and China based?—In the first place, the bi-monthly line which we propose to establish to India, has really already been in existence; it was dropped for a certain time for special reasons, regarding which there is no occasion for my entering into an explanation; but practically at the present moment the Peninsular and Oriental Company find their one mail so insufficient to meet the demands for passengers, that they are obliged to put on extra boats during several parts of the year. In the next place, I would put in tables showing the present state of steam communication and of trade between England and America, and a similar statement of the trade and steam communication

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communication with India and China. In fact, a contrast of the present state of the trade of both countries, and the state of communication of both countries as regards the number of passages, and as regards speed.

[*The same was delivered in, and is as follows:*]

TABLE showing the Amount of TRADE; with a Comparative View of the Amount of STEAM ACCOMMODATION afforded to each District, in the Year 1850.

India and China:	£. s. d.	£. s. d.
British and Irish produce "exported" from England to China	1,537,109 – –	
Ditto to India and Ceylon - -	6,803,274 – –	
Total - - -		8,340,383 – –
Exports from Calcutta to Ceylon, Penang, Singapore, and China	3,749,997 – –	
Ditto from Bombay to do. do -	4,770,754 – –	
		8,520,751 – –
Total Amount of Exports as above - - £.		16,861,134 – –
Imports at Calcutta from Ceylon, Singapore, Penang, and China -	1,427,047 – –	
Ditto at Bombay from do. do. -	1,908,760 – –	
		3,335,807 – –
TOTAL AMOUNT of Export and Import Trade - £.		20,196,941 – –

British North America and United States:

British and Irish produce exported to (in 1849) - - £. 11,971,028

British West Indies:

British and Irish produce exported to (in 1849) - - £. 2,027,390

GENERAL SUMMARY.

India and China.

With a Total Amount of Trade of - - - - £. 20,196,941,

Has one monthly communication between England, India, and China, by the Peninsular and Oriental Company, at an average speed of 8 ½ knots per hour;

Has one monthly communication between England and Bombay, carried on by Her Majesty's steam vessels, from Marseilles to Alexandria, and from Suez to Bombay, by those of the Honourable the East India Company, at a speed of about 8 ¾ knots per hour;—and

One

One semi-monthly communication from Aden to Bombay, in connexion with the Peninsular and Oriental Company's line, above stated.

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British North America and United States,

With a Total Amount of Trade of - - - - £. 11,971,028

being little more than half the amount of that of India and China,

Has during four months in the year eight regular mail communications; and eight months in the year seven regular mail communications; making, on the whole, 88 complete voyages each way, at an average speed of 11 knots per hour on two of the lines; and on the other two, of 9 $\frac{9}{10}$ knots per hour.

Thus, in point of fact, with only half the amount of trade, they have the advantage of three times the amount of steam accommodation, at an accelerated rate of speed of 25 per cent. over the India and China line.

The British West Indies,

With a Total Amount of Exports from England and India, of £. 2,027,390,

being only one-tenth of that of India and China,

Has throughout the year two mails per month each way, or 24 complete voyages per annum, at a speed of 9 knots per hour.

5621. Sir *J. Hogg.*] From what sources have you made out those tables?—We have taken them from official tables; they are not made out from my own views at all; but I have checked them from my own knowledge of the India and China trade.

5622. Mr. *Mangles.*] Are you aware with reference to the West India Mail Packet Company that they are about to accelerate the speed?—They are about to accelerate the speed. One boat was to be launched a few days ago, which will go a great deal faster.

5623. Are you aware that they have contracted to accelerate them?—They may have done so.

5624. Have you any doubt about it?—I am told by all parties, and I have no doubt of it, that steam vessels will be much accelerated during the next two or three years. In addition to the trading reasons for the extension of steam communication with India and China at an accelerated rate of speed, I think that there can be no doubt that the political relations we have with India, and the very peculiar nature of our commercial relations with China, both places being at an immensely greater distance from our country than America is, make it of still more importance that there should be an increased amount of communication at a greatly increased rate of speed. With India it is unnecessary to remark, that our political position is quite as important as our commercial; and with China experience has shown that we never have gone on for any length of time without difficulties occurring, rendering

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dering a rapid communication, I should say, of much greater importance than with America.

5625. *Chairman.*] On what ground do you think that a second communication should be entrusted to a second company?—I think, first of all, that the communication with so very large a portion of our own territory, and our own trade, should never be left in the hands of a single agency. First of all, because a monopoly at all times has a tendency to prevent the full development and adaptation of all the improvements which competition secures; and I cannot give a more striking proof of that than by referring to the present rate of the speed of the vessels going to India and China, as compared with the rate of speed of vessels on all other large lines, especially the Atlantic lines. Secondly, the continued complaints of passengers on the India line as to their want of accommodation, the overcrowded state of the boats, the high rate of fares, insufficient ventilation, and, in fact, every complaint almost of which steam vessels are susceptible. And further, with regard to the interests of the public, I think the admission of the Peninsular and Oriental Company in their own pamphlet, which I have here, and which I will put in to be printed, affords very strong evidence of what they consider their own position to be, in which they state that during a period, which, I think, can hardly extend over more than four or five years, they have been in the habit of paying eight per cent. interest to their shareholders, and a very large additional per centage to their direction—a most unusual per centage, and I believe without parallel in the history of all large companies. Then, in addition, they have accumulated, by their own statement, a reserve fund of upwards of 400,000*l.* in that time. All of those, I think, are reasons why it is very desirable that so large a communication should not be in the hands of a single company, allowing them to realize so much, which is really out of the pockets of the public.

5626. *Chairman.*] Is it possible to ensure the mails being carried at the greatest speed, and the passengers being accommodated in the best manner, by a single company?—I should think it excessively difficult. Something might be done, by making the rules more stringent than they have hitherto been; but I conceive nothing but competition can ensure all the various advantages which the public are entitled to. In the first place, the object of all monopolies must be to use up their old stock as slowly as the public will allow them to do. It is their interest not to introduce improvements which are not forced upon them, for every improvement, of course, has a

tendency

tendency to diminish the value of their existing stock. Again, with regard to passengers, it is very difficult for the Government to define what passengers are really entitled to; whereas, by competition, it is very easy for the public to decide for themselves where they can best get what they want. Much of the comfort of passengers on board a ship depends upon a number of things which are scarcely capable of being defined in an agreement; good food, good wines, sufficient accommodation, civility on the part of the captain and the officers, and the attendants on board, and a variety of other things, that are really incapable of absolute definition; but by the competition of two companies you enable the public to get the best that can be given.

5627. Lord *Naas.*] Do you not think that the issue of shorter contracts by the Government would be a considerable protection to the public in that respect?—I should conceive shorter contracts than 10 years would certainly be for the benefit of the public; the shorter the contract the better, undoubtedly.

5628. *Chairman.*] Do you not think that isuing a shorter contract would have, to a certain extent, the same effect as having a competing line?—No, for this reason, that it is not the interest of a company to introduce the latest improvements while they have a very extensive stock of boats on their hands, unless they are forced to do it by competition; a short contract does not compel them to increase their rate of speed.

5629. At the close of the contract the Government, in calling for a fresh contract, may be disposed to demand a speedier rate?—Yes; but it must be taken into consideration that the construction of boats for a large line like that is not a thing which the Government can get by merely calling for it; it requires a very great length of time to organise the machinery for the formation of a company; to collect together the capital, and for the shipbuilder and engineer to build the boats and the engines.

5630. Mr. *Mangles.*] Might not the Government also be obliged to pay at a higher rate for a short contract?—With a single company, I conceive undoubtedly they would, and to a certain extent with two competing companies.

5631. With any number of companies a contract might be remunerative for a long term, but not remunerative for a short term; cannot you conceive a case in which a contract would be remunerative for 20 years, which would not be remunerative for seven?—Most undoubtedly.

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5632. Mr. *Crawford.*] Seeing that such difficulties exist in getting together the nucleus of a new company to compete with the old one, is not the Government practically in the hands of the old company so long as that competition does not actually exist?—I conceive most undoubtedly so.

5633. Would it not be of advantage to the public service that there should be two companies, one of which the Government, on the renewal of the contract, could play off against the other?—I conceive that that is also quite as certain.

5634. *Chairman.*] Would not the same effect be produced by giving ample notice previous to the expiration of the contract?—No, I should say not, for this reason; that people will not build expensive boats, adapted to special services, unless they have some reasonable ground for supposing that they will be employed when built.

5635. Have you any other reasons to adduce in favour of a second competing line?—I think one great advantage to the Government would be gained by making a contract now with a competing company; they would have the opportunity of reminding the Peninsular and Oriental Company that their contract expires upon the 31st of December 1852; they might require them in any new contract both to increase their rate of speed, and be content with a smaller subsidy relatively than they get now; I would add to that, that a similar advantage would accrue to the Government at every renewal of the contract with either company, by working one company against the other, and the contracts expiring at different periods, they would always have the certainty of one entire line, and an opportunity of negotiating with the other company for all the improvements that might have been introduced in the interim.

5636. Will you state to the Committee the line of communication which the Eastern Steam Navigation Company would propose to adopt between this country and India and China?—The letter of the 25th of June points out the great trunk line that the company propose to undertake; namely, from Plymouth to Calcutta, and to Hong Kong and Shanghai in China, with an after express by the continental route *viâ* Trieste; the Eastern Steam Navigation Company are also quite willing to tender for any subsidiary lines between India and China, and between India and Australia, or indeed any other lines that the Government might wish undertaken.

5637. What do you consider would be the advantage of the line *viâ* Trieste?—In the first place, at the present moment it is faster than the one *viâ* Marseilles. In the next place,

place, the Austrian Lloyd's are now building boats that are to go at a greatly accelerated speed. The boats of the Austrian Lloyds will convey letters from Trieste to Alexandria much faster than they do now. In the next place, I think it very desirable that the Government should have a second Continental line open to them once a month, in the event of any disturbance occurring to break up the line through France.

5638. Can you state what the time would be by the Express to Trieste from the London Post Office?—I have got a table which I will put in showing the rate. The time that we propose to occupy between Plymouth and Alexandria, 2,865 miles, with a speed of 10 ½, would be 11 days and eight hours under steam; that is what we propose to be our contract-rate; and the Express by way of Trieste, it is supposed, would reduce that time by four days.

5639. Mr. *Crawford.*] That is to say you take four days off 11 days and eight hours?—Yes.

5640. Under steam?—The total time that we propose to occupy between Plymouth and Calcutta is 33 days and three hours, which would be reduced by four days to Trieste, so that it would be rather less than 30 days. We should put letters in hand at Calcutta in rather less than 30 days from London.

5641. Sir *J. Hogg.*] Does that include stoppages?—That is exclusive of stoppages.

5642. Mr. *H. Berkeley.*] The Government regulate the stoppages?—The Government regulate the stoppages. We have made a table here contrasting the present speed of the heavy mail of the Peninsular and Oriental Company with what we propose to do at 10 ½ knots. We propose to go in 33 days and three hours to Calcutta, they occupy 40 days and 18 hours by their contract; that is a difference of seven days and 15 hours, besides the difference that is gained by way of Trieste.

5643. Mr. *Cowper.*] Have you calculated the time to Trieste by the time that the railways at present take, or do you anticipate altogether a new Express for the purpose of the Indian mail?—We anticipate what will be in operation by the time we can get our boats into efficient operation, which would take a year and a half from the present time. We do not propose to undertake anything to be in active operation before January 1853, by which time the Austrian Government say there will be an acceleration of their mails, so as to take the mails to Alexandria, *viâ* Trieste, in seven days. I think the evidence of Mr. Wood gave more details upon that point than I can profess myself competent to give.

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5644. Mr. *Crawford.*] I understand your time to apply merely to the periods during which the mails are actually in movement?—Yes, while the vessels are under steam.

5645. Mr. *Cowper.*] Are we to understand that the seven days from London to Alexandria would be exclusive of the stoppages on the way, or inclusive of them?—Inclusive of them. The Austrian Government seem to be under a very confident impression that they will reduce the time very considerably below what it is now; that is to say, they will make arrangements with the various continental lines through which we pass to avoid the stoppages which are now made, and to increase the rate of speed on the rail.

5646. *Chairman.*] Will you go on with your statement, and inform the Committee what, upon your calculation, would be the time occupied in the communication to Ceylon and Madras?—We have a table here of it: Plymouth to Alexandria, 11 days eight hours; Alexandria to Suez, takes three days; Suez to Aden, five days and six hours; Aden to Point de Galle, eight days 13 hours; Point de Galle to Madras, two days eight hours; Madras to Calcutta, two days 16 hours; making an average of 33 days three hours.

5647. Will you now inform the Committee what the time would be to Singapore and Hong Kong?—Plymouth to Point de Galle would be 28 days three hours; Point de Galle to Singapore, five days 22 hours; Singapore to Hong Kong, five days 23 hours; Hong Kong to Shanghai, three days and 13 hours, which make altogether 43 days 13 hours.

5648. Do you expect to make the return passage at the same rate?—I should suppose about as near as possible the same rate; you contend with the monsoon with you or against you every voyage. To return to the voyage, Plymouth to Shanghae, 43 days 13 hours; that is contrasted with the present rate of 49 days seven hours to Hong Kong, making a difference between the present contract rate and our rate of nine days and seven hours.

5649. Admiral *Bowles.*] You consider that it would take you a year and a half to prepare for the performance of the contract?—We do not propose to undertake it until the 1st of January 1853.

5650. But if the necessary measures are not taken by the Government now a year and a half from that time; if any further time is lost, you, I apprehend, would not be fairly in the field to compete?—Most undoubtedly not: we should require, I think, a year and a half from the intimation of the contract being

being given us, to prepare the vessels, and make them thoroughly efficient, and make the necessary arrangements.

5651. You consider, therefore, that it is the duty of Government to take all the preliminary steps, without further delay, for the public to have the advantage you propose?—Most undoubtedly it is for the interest of the public, and, consequently, it is the duty of Government.

5652. Mr. *Cowper.*] Your answer contemplates that there is some advantage in commencing at the date you mention, the 1st of January 1853?—I give two reasons for thinking it desirable that they should commence then; first of all, that the Peninsular and Oriental Company's contract expires at that time; and secondly, that we require very nearly a year and a half to make our boats efficient; and, as we propose to give a greatly accelerated speed, I think the sooner the public have the certainty that they will get it the better.

5653. When you say that the contract expires, do not you rather mean that it may be made to expire at that date, if either party please?—I should have said that it may expire; it cannot expire before.

5654. Then, if the Government are able to bring the contract to a close at any date after the 1st of January 1853, is it of much consequence what particular month or what particular day they fix the termination of the contract upon?—No, except that it continues, I believe, from year to year; after the 31st December 1852, there must be twelve months' notice.

5655. *Chairman.*] Have you any other reasons than those you have stated for considering that Her Majesty's Government should enter into a second contract, with a second company, for the conveyance of the mails by the Red Sea?—I think I have given most of the reasons for it.

5656. You have stated in your evidence, that the Peninsular and Oriental Company have made very large profits, amounting to eight per cent. Do you believe that the Government, by any stringent contract, might require the Peninsular and Oriental Company to keep their books under public inspection, so as to insure their never having a profit over a fixed percentage upon their capital?—I think it is exceedingly difficult to be sure of any arrangement of that kind being successful; but even admitting that that could be done, there would be a very great danger then that they would sacrifice improvements to economy, and sacrifice the comforts of the passengers to economy also. The great thing, I think, for the public to look to, and for the Government also, is the constant intro-

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duction of all the improvements that are perpetually taking place in steam communication, and I think that end is certain to be obtained by the competition arising from two different companies, while I consider that it is very uncertain that it could be obtained in any other way.

5657. In stating that you think that end would be attained by competition between two rival companies, how do you think that competition is to be insured? Do you not imagine that the interests of those two companies would be so identical, that it is not impossible, as we have seen in other cases, that the two companies may amalgamate?—I should apprehend that the law officers of the Crown would have no difficulty in framing an agreement which should preclude the possibility of amalgamation. In the next place I think we should start upon such totally different principles, that an amalgamation would be impracticable altogether; they would start with boats going at a certain rate with an old stock, which they could not get rid of in any way except by working it out gradually and introducing a new stock gradually. They start at one period of the month, we start with a different class of boats altogether at a different period of the month, and our interests are quite opposed to each other, so that anything like amalgamation would seem to be impracticable.

5658. But admitting that amalgamation is impracticable, do not you think that an understanding might be come to between the companies in respect of fares and other things, so as to prevent a real competition?—Supposing we were both going at the same period, such a thing as that is possible, but going at different periods of the month, one going, for example, in the earlier part of the month, the other in the middle of the month, it is the interest of each company to try to get the best of the passengers and the best of the freight; and going at two different rates of speed, I do not see how it is possible it could be expected that there would be an amalgamation.

5659. Mr. *Willcox.*] The Peninsular and Oriental Company having an available capital of nearly one million, do you think it probable that they would not build boats to go precisely at the rate that yours might go?—It is very possible they might.

5660. Do not you think it is probable they would?—I think it is very improbable that they would.

5661. Do you think they would allow you to run faster vessels than themselves, having all this capital at their command?—

mand?—I entertain my own opinion as to their having all that capital available. *G. T. Braine, Esq.*

5662. You have stated that you think the shorter the contract term the better?—Yes, for the public, not for the companies. 1 July 1851.

5663. Do you think that any company could go into the market to the extent of 1,200,000 *l*, and get shareholders to put down their capital for a five years' contract, running the chance at the end of that five years of being turned out again by the improved boats of some other company?—Our company decidedly would with a five years' rate.

5664. Have you had any experience in getting up a joint stock company?—We have had experience in getting up this company.

5665. Are you not aware that there always has been a very great difference between the subscribed capital, and the amount of the capital when it comes to be paid up?—I know there is in some companies, but not in all companies.

5666. You have stated that the Austrian Lloyd's are building vessels of increased speed?—I have stated so.

5667. Do you happen to know where they are building them?—I do not know that; it is a question that I am unable to answer. I know it from their engineer.

5668. You do not know where they are building them?—I do not know where they are building them.

5669. Can you state that they are building in this country; at all events that their engines are made here?—I believe their engines are made here.

5670. You are not aware of any engineer at work for them?—I have not had reason to enquire.

5671. Mr. *Mangles.*] You say that you do not know were they are being built?—Yes.

5672. For them?—My information comes from their engineer, and as he has his own arrangements with them, I never went further than that; I was assured that they were building both engines and boats of a greatly increased rate of speed.

5673. Mr. *Willcox.*] Did I understand you rightly to say that you propose that the Government mails and despatches should be brought from Trieste to Alexandria, under a foreign flag?—Most undoubtedly.

5674. And you think the Government would feel no objection to that, or the public?—I do not think they would.

5675. You have read, I presume, the form of contract entered into?—Yes.

5676. Do not you find that there is in charge of the mails

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a naval officer, or Admiralty agent, and that by the contract the commander of the vessel is very much under his power with regard to the time of starting, delays, saving of human life, and so on, in all the mail contracts?—In all the English mail contracts; I am aware of that.

5677. How do you think that would work with a foreign captain in command?—I am not aware of the necessity arising for considering such a case; the letters, as I understand, which go from here to India by express, are handed to a foreign government directly they arrive at the other side of the Channel; they pass through the French territory without any intervention of our Government to guard them.

5678. Mr. *Crawford.*] And the same in Egypt?—Yes; when they arrive in Egypt they are handed over to the Pacha, and so traverse through Egypt.

5679. Are you not aware that the English mails are carried across the Atlantic in vessels carrying the American flag?—So I understand.

5680. Mr. *H. Berkeley.*] Are you not aware that Messrs. Miller & Ravenhill are the engineers who made the engines for the Austrian Lloyd's Company?—I know they have made engines for them.

5681. Are you aware that their vessels are building at Trieste at the present moment?—I really do not know; all I have said is, that I was assured they were building their vessels, and by evidence which I considered perfectly trustworthy.

5682. You have had a question put to you touching competition; do not you consider that compelling another company to build superior vessels to those which they have at present, has the effect of competition?—I think there is no doubt of that.

5683. Would not that be better for the public?—I conceive there are no two opinions in the minds of the public as to the advantages of competition.

5684. As regards the public, would not they benefit by there being two lines, both with respect to due civility and attention paid to passengers, and the attention paid to luggage?—We find it so everywhere else, and I know of no special law applicable to India or China which makes competition undesirable there, when it is universally admitted to be desirable everywhere else.

5685. Does the direction of your company more largely represent India and China interests than the direction of the Peninsular and Oriental Company?—I have with me here a list

list of the directors of both companies; and in that of the Peninsular and Oriental Company, I really do not find,—excepting the chairman, Sir James Matheson, who, I believe, has a mere honorary appointment, but who has nothing to do with the direction of affairs, merely presiding periodically at the public meetings (I never heard that he had anything to do with the direction);—among the other names I do not find a single name that has anything to do with the Indian trade at all. We start with the intention of having Eastern interests represented in our direction as largely as we can.

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5686. Mr. *Cowper.*] For what number of years have you proposed to the Chancellor of the Exchequer to enter into the contract?—We proposed it for seven years, but I was asked the question whether I thought five years was not better for the public; I am unable to deny that the shorter the contract the better for the public.

5687. If it were finally agreed that the contract should only last five years, should you still be able to perform it at the same rate, namely, 190,000 *l.* a year?—I submit that that is hardly a fair question to ask me as an individual member of the Board; but I apprehend we should be perfectly willing to undertake the contract for five years, although we should prefer seven.

5688. Mr. *Willcox.*] Perhaps you would not object to three years?—Yes, we should object to three.

5689. Mr. *H. Currie.*] Your opinion is, that the company would subscribe their capital for five years?—I have no doubt of it.

5690. Mr. *Mangles.*] Still you stated in answer to a question from me, that you thought it probable it would cost the Government more to have a short contract than a long one?—I think it would as a general rule, because contracts would be entered into upon the calculation of the possibility of improvements, rendering your stock comparatively obsolete at a short period.

5691. The public would have to pay for the contingency of the loss of the contract at the end of a comparatively short period?—That would enter into the calculation to a certain extent.

5692. Mr. *Divett.*] Then I understand you to say, that you are ready to do this service for a seven years' contract?—Yes.

5693. And your company is prepared to enter into that same contract for five years?—We are prepared to enter into the same contract for five years, but I am not prepared to say at

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at exactly the same rate. I am quite sure there would be readiness at the Board to take it for five years; but the contract having been settled for seven years at a fixed rate, though I am quite sure every limit of the time would be an increase of advantage to the public, they would probably require more money for the shorter period.

5694. *Chairman.*] Do you consider that the public have any right to complain of the management of the existing line of communication, irrespectively of the general objection to monopoly which you have stated to the Committee?—In the first place, I have already shown that the rate of speed is considerably less than the Atlantic lines; that is one ground that I think the public have a right to complain of. In the next place, I have here a list of protests and complaints of a variety of kinds, extending from the year 1847 down to the present day; many of them signed by all the passengers on board their ships, comprising almost every complaint that could be made on board a ship. I do not think there can be a stronger proof that the public are dissatisfied than that they are constantly complaining; many of the protests are signed by people of very considerable importance, whom one could hardly expect to find making complaints without very good reasons. One of the protests is headed by Lord Grosvenor; another is the Bishop of Madras, I think, who makes a formal protest in conjunction with a number of other people.

5695. Do you consider the effect of the monopoly has been to prevent the development of other lines in the East?—Yes; I think if we had had competition, we should have had long since a great increase of steamers in the Eastern Seas, on the coast of China, and between India and China to a very considerable extent.

5696. In the plan which your company proposes, do they intend to carry out a communication between Singapore and Calcutta direct?—Our intention was to propose to the Government, that we should not only carry out the great trunk line which we have already submitted, but that we should open a communication between Calcutta and China, and Bombay and China, and also to different places on the coast of China; and, if the Government desired it, between Singapore and Australia.

5697. Mr. *Divett.*] Is it your opinion that steam conveyance will supersede the use of the opium clippers between Bombay and China, and also between Calcutta and China?—I think it not only likely they will do so, but it is very desirable that they should do so as early as possible, it being a much

much more certain means of communication, and less liable to the various hazards which attend the opium trade carried on in sailing vessels. I have very little doubt that in the course of four or five years we should find that the trade would be almost exclusively carried on in steamers.

5698. Mr. *Plowden.*] By the last accounts from India, does not it appear that that has already commenced?—It has commenced to a certain extent: there is one boat of the Peninsular and Oriental Company running between Bombay and China, and has been for some time; and there is one in Calcutta by the last account I have, which came in recently, which is taking a large quantity of opium. I may mention as an instance of what extravagant freights are charged under the system of monopoly, that the company has got 28 rupees a chest for carrying opium a distance of about 14 days' sail.

5699. Mr. *Crawford.*] How many chests go to the ton?—Eight go to the ton; and 28 rupees is equal, in round numbers, to 60*s*..

5700. Mr. *Divett.*] Sixty shillings a chest from Calcutta to Hong Kong?—*Yes, to Hong Kong.*

5701. What is the freight paid to the fastest clippers?—I have an account of some opium sent on by our agent at Calcutta on the same day at seven rupees.

5702. The *Chancellor of the Exchequer.*] Whas constitutes the monopoly which you say exists in the steamers, between India and China?—There being only one steamer in the hands of one company; which is a close monopoly, I think.

5703. Why should not any other company start a steamboat between Calcutta and China?—Simply because the necessary arrangements for managing steamers requires spare machinery; requires docks and engineers, and other requisites. No single merchant, or combination of merchants, could safely have a single steamer in the Eastern seas, or one or two steamers, because in the event of any accident to the machinery, she is put *hors de combat* immediately; whereas a company having a succession of steamers, are in a position to lay one on in a particular service, and it would pay them; and in the event of an accident, to replace her by another boat of their own, whilst that accident is being repaired.

5704. Then, as I understand you, the monopoly consists of the fact of one company being in possession of the ground, and having a large force of steamers at their command?—Exactly so.

5705. But you might compete with them if you had sufficient capital to establish the necessary boats?—Yes.

5706. Mr.

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5706. Mr. *Crawford.*] Their advantageous position being owing to their receiving a large subsidy from the Government for carrying the letters?—I do not conceive it possible that any company would use an isolated vessel, or two vessels, for the purpose of that service, unless they had a subsidy to induce them.

5707. The *Chancellor of the Exchequer.*] How do you anticipate that the trade which has been hitherto carried on in clippers, almost exclusively, will be carried on in steamers, unless the Government subsidize all the parties so carrying on the trade?—In the hands even of a single company it would be worth their while, in process of time, to add to their steamers so long as they can get those rates of freight. That the public will pay treble the rate of freight for opium in steamers to what they will pay in sailing vessels, is proved by the rate which the Peninsular and Oriental Company get, and even in the hands of a single company it would be worth their while, no doubt, to go on increasing their vessels.

5708. Mr. *Willcox.*] Are you not aware that a monthly communication has just been opened by a steamer between Calcutta and China?—I am.

5709. Mr. *Divett.*] Is not the difference of freight very extreme between the 28 rupees a chest, and the seven rupees a chest?—That is the extreme.

5710. Is not that under some very peculiar circumstances?—Not that I am aware of.

5711. In one instance the steamer gets four times the amount of freight that the clipper would get?—The rates vary according to the character of the vessel. I have known opium carried round from India to China in sailing vessels as low as four or five rupees a chest, and in very fast vessels at 8 up to 10, 12, 14, and 16.

5712. You stated just now, that between the steamers and the clippers there is the difference at this moment, or there had been recently, between seven rupees and 28 rupees, which is four times the amount?—Yes.

5713. Is not that the very extreme difference?—I mentioned that as an extreme case.

5714. Whether there were any extraordinary circumstances which caused that, you do not know?—Not that I am aware of. I merely got the fact mentioned to me, that they did not ship opium for me in the steamer, the rate of freight being so extravagantly high.

5715. From your knowledge of the opium trade, both between Calcutta and Hong Kong, and Bombay and Hong Kong,

Kong, can you give the Committee a general idea of the extent to which it is likely to be carried on in future in steamers? —The opium trade between India and China, I believe, this year consists of about 38,000 chests of Bengal opium, and 20,000 chests of Bombay opium. I give that in round numbers. *G. T. Braine, Esq.* 1 July 1851.

5716. And at 28 rupees per chest, that would amount to between 160,000 *l.* and 170,000 *l.*, would not it?—£. 170,000.

5717. Mr. *Crawford.*] Are there any other steamers except those of the Peninsular and Oriental Company engaged in the opium trade?—I have not heard of any, except two small steamers which run in the Canton river.

5718. But engaged in carrying opium between India and China?—I do not recollect any.

5719. Do you recollect the steamer "Sir Charles Forbes" going the voyage?—I am not quite certain that it was the "Sir Charles Forbes;" there was one went.

5720. That was a mere experimental voyage?—It was a mere experimental voyage; she did not carry opium; she was used as a tug for a vessel loaded with opium.

5721. In point of fact, as far as your knowledge goes, that experimental voyage has never been repeated by vessels of the class of the "Sir Charles Forbes"?—Certainly not; that was an isolated case.

5722. Mr. *H. Berkeley.*] Does not the monopoly exist in consequence of the Government patronage, and would not the high freight you have mentioned be likely to come down if there were more than one company in the field?—I have no doubt that it would come down very considerably.

5723. That is, if there were competition?—If there were competition. I do not conceive that, even without competition, the rate of freight would be permanently so high as it is now.

5724. Mr. *Divett.*] What return freight do those steamers get from Hong Kong to Calcutta; is there any considerable amount?—A large amount of treasure and silk between China and Bombay. There is a large amount of silk from the southern provinces of China, which does not come to this country.

5725. Do you think the export of that treasure would be pretty constant, or at intervals?—It is generally pretty constant; it varies from three months to three months; but the average in the year is pretty constant.

5726. Mr. *Cowper.*] Do you consider that if steamers were put

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put on to run continuously between Bombay and China, and Calcutta and China, they would supersede the clippers in the conveyance of opium?—To such an extent as steamers have been put on, they have always got full freights.

5727. Do you think that a steamer might pay its own expenses by the conveyance of opium one way and treasure the other?—I think it is more than probable.

5728. So that according to your view, the trade itself would sustain a steam-vessel without any assistance from the Government, in payment for the conveyance of letters?—I think it is very possible it would; of course it is a thing which, not having been tried, must be in a great measure speculative, but I think there is very little doubt that as it is advantageous from their greater speed to send opium and treasure in steamers, that steamers will supersede sailing vessels to a very considerable extent.

5729. You have very little doubt that the owners of the steamers would be able to charge such a rate of freight for their opium that they would make it remunerative?—I think so.

5730. Mr. *Crawford.*] Is it your opinion that the remuneration to be received by any company carrying letters under contract between the Indian ports and China should be based upon the service rendered to the public as a public carrier of postal correspondence, or should have reference to its receipts as a company from other sources?—I think the Government should take both subjects into consideration; they could hardly expect the letters to be carried for nothing, but they should base their arrrangement upon the consideration of how far the freights assisted in paying the expenses.

5731. *Chairman.*] Do you consider more might have been done to develope the various eastern lines?—I think what they are now doing is the best proof that they have neglected the matter very much hitherto. We now get accounts from Calcutta of the first vessels being laid on after they have had contracts from Government for a great number of years, and just as their contracts are about to expire they are now sending a steamer from Calcutta to China regularly once a month.

5732. The *Chancellor of the Exchequer.*] That steamer is not paid by Government at all, I believe?—Not at all; she has no subsidy.

5733. *Chairman.*] Do you know whether there is a steamer running now from Canton to Shanghai?—There was a vessel on that line last year, called the "Lady Mary Wood," but she was taken off owing to some discussion with some of the merchants;

chants; I never very clearly understood the history of it, but I understand she is to be replaced by another. *G. T. Braine, Esq.* 1 July 1851.

5734. Was there any subsidy received for that service?—There was no subsidy received for that service; the reason why, I understood, the Peninsular and Oriental Company removed their Shanghai line was, that the vessel did not pay, but I hear they are now going to put another on; having taken her off for a period of three or four months, they are now preparing to replace her by another vessel.

5735. Do you consider that the line on the coast of China from Shanghai to the north of Canton, would be a remunerative line?—I should think that in the course of two or three years it would be tolerably certain to be remunerative.

5736. What goods would be carried?—Opium, silk, and treasure; there is a very large traffic in opium on the coast of China, which is now carried on in small sailing vessels, generally vessels of about 150 to 200 or 250 tons; there is an immense fleet employed.

5737. Is not that trade on the coast of China carried on by means of vessels lying off the coast at different points?—There are stationary vessels at all the great opium stations, but those are fed by the smaller ones, which are constantly running up and down. For example, at Shanghai there are five or six opium vessels, which are permanently stationed there; they may be called floating warehouses, but of course they are constantly selling out and reducing their stock, and are kept fresh supplied by vessels running up and down.

5738. Do you consider that a double line by competing companies could be carried on at an expense not exceeding the sum which is at present paid by the Government?—Our own tender would show that we are willing to carry on part of it at very little more than half the expense; we are willing to carry on what is shown in our table, comprising a distance of equal to what the Peninsular and Oriental Company now do, at very little more than half the price they receive.

5739. Mr. *Divett.*] What is the average rate of mileage in your tender?—The average of the whole distance is 8*s.* 5 ½*d.* a mile; that includes this side, and at the other side of the Isthmus a communication on to China also; the average of the Peninsular and Oriental Company at the present moment is 14*s.* 1*d.*

5740. Mr. *H. Berkeley.*] Will you be kind enough to state generally the social and commercial advantages which you believe would accrue to China from an extended steam communication?—At the present moment the coast of China, extending

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tending as far as we know, from Shanghai down to Hong Kong, or even farther south to Hainau, which is as far south as any of our vessels go, the whole of the coast is infested with pirates; and within my own experience of the last four or five years, I think I could mention as many as six vessels, with cargoes varying from 50,000*l.* to 100,000*l.* in value, that have been cut off and taken by pirates.

5741. Mr. *Divett.*] English vessels?—English vessels. One vessel I may mention, the "Sylph," a vessel of about 400 tons; with a very large cargo, was known to have fallen into the hands of the pirates. Another vessel, the "Rustom-jee-Cowasjee," was known to have fallen into the hands of the pirates; and as to those two vessels, I may mention that the way in which we got at the information was from the large quantities of opium that were found in the hands of the opium dealers, which could not be otherwise accounted for; and from the statements of a great number of Chinese to Europeans in Hong Kong, it was notorious that the pirates had taken those vessels.

5742. Admiral *Bowles.*] The vessels were never heard of afterwards?—The vessels were never heard of afterwards. One vessel, belonging to the firm of which I was a member, was cut off in a place called Chinchew Bay; there we have undoubted evidence, because some of the people were saved by jumping overboard.

5743. Mr. *H. Berkeley.*] They were massacred, were they not?—Yes; I believe it is always the case, that when the Chinese pirates take a vessel they kill all that do not jump overboard and save themselves.

5744. Lord *Naas.*] In what year was this piracy committed?—Those two large vessels were one last year and one the year before last; the "Rustom-jee-Cowasjee" was the end of last year. The small vessel that was cut off in Chinchew Bay was a vessel of our own. She had a large quantity of opium on board. She was taken by a large number of Chinese boats going alongside of her when she was at anchor, getting on board, and killing a great portion of the crew, and taking possession of the vessel and her cargo. She was a vessel of about 120 or 130 tons, about the usual size of the coasting vessels; a vessel called the "Caroline."

5745. Mr. *H. Berkeley.*] Will you proceed with your statement in answer to my question, as to the commercial and social advantages to accrue from extended steam communication?—These are special cases, which I am mentioning, of piracy upon a very large and important scale; but from one end

end of the coast of China to the other piracy is constantly going on. I have been up and down the coast of China myself four times, and I never went up or down without seeing repeated cases of piracy going on, on a smaller or larger scale. The consequence is, that boats are unable to move about often without a convoy; they generally congregate together in large quantities, and move at particular periods, so as to guard themselves as much as possible against pirates.

5746. Mr. *Mangles.*] Does that extend as far as the Straits of Malacca?—I refer to the coast of China as far as we know, from Shanghai down to Hainau. In the event of steamers being placed constantly on that line, running up and down, I conceive they would do more to put an end to the constant state of piracy that is going on than by ten times the number of sailing vessels. I have seen two or three instances, in my own experience, of boats being taken by pirates, where they might have been saved if there had been a steamer, but in a sailing vessel we could not get near them; we had a contrary wind, or we had no wind at all, and the result was, that I have seen repeated instances with my own eyes of boats being taken, and the crews murdered within sight of the ship. One particular case occurred when I was at anchor in Chinchew Bay, on board one of the opium ships: I saw a Chinese boat with a crew of eight or 10 men, which had recently been purchasing opium from one of the vessels, attacked within a few hundred yards of the ship, by a piratical boat; her cargo was taken away and her crew killed.

5747. Mr. *Divett.*] Where are there opium depôts besides Shanghai?—The first at a place called Namoa, the next is at Amoy, the next is at Chinchew, the next is at Chusan, the next at Shanghai, or rather at Woosung, which is outside the port of Shanghai.

5748. Mr. *Plowden.*] I think you were not in China when an American vessel was attacked in the roads of Macao by a large fleet of pirates within three miles of the port of Macao?—No, I was not in China.

5749. Mr. *Divett.*] I presume it is your idea that the steamer should touch at all those places, is it not?—She necessarily would pass through all those stations, touching or not, as she had cargo to deliver.

5750. You contemplate that as part of the arrangement?—I contemplate that ultimately the great fleet of sailing vessels, through which the opium trade on the coast of China is now carried on, would be superseded by steamers; that we should have two classes of steamers on the coast of China; one consisting

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sisting of vessels carrying the mails going from Shanghai to Hong Kong, as fast as they could, and merely passing through those stations, the others stopping and trading, as any other trading vessels do.

5751. You consider that that would become a branch of the business of your company, supposing it were formed?—I consider so. I have no doubt in my own mind that the merchants would find eventually that it is so much safer and speedier to send their opium in steamers, that they would give up the carriage of it in small sailing vessels.

5752. Are those opium depôts all sufficiently armed to resist any attack by the pirate vessels?—Yes, generally speaking they are large vessels.

5753. *Chairman.*] Have you any other observations to make with reference to the commercial or social advantages which you anticipate?—I think the constant passage of steamers up and down the coast of China, in addition to rendering the opium trade secure, would go a great way to render the general trade on the coast of China secure. By keeping vessels constantly moving up and down, an end would be put to piracy.

5754. Admiral *Bowles.*] You consider that a squadron stationed on the coast of China is not sufficient to perform a duty of that sort, or to give any adequate protection?—No. I look to its being done by the constant passage of steamers. Where steamers were in the habit of going up and down at all hours of the day, and every day in the year almost, which would be the case if the opium trade was eventually to be carried on in steam vessels, you would then, I think, make piracy so unprofitable that it would cease to be pursued.

5755. Would you propose that Government should pay anything towards assisting in that trade being so carried on?—Not specially. I think that by subsidising a company for the carriage of the mails for the boats that really are specially devoted to rapid transit between different places, you render the company able to have other boats that would not require a Government subsidy; but without the machinery and organization which a subsidised company would have, I do not think you would find a company willing to incur the responsibility of the outlay necessary to place vessels upon the coast of of China, and between India and China, as mere trading vessels.

5756. You would propose to arm those vessels?—I would propose to arm those vessels most undoubtedly; I think no vessels

vessels ought to be on the coast of China without being armed even for their own protection. *G. T. Braine, Esq.* 1 July 1851.

5757. Mr. *Mangles.*] Do you know anything whatever of the state of things in the Straits of Malacca?—Yes; I have four or five times, in moving about in the Straits of Malacca, seen something of the Borneo and other Malay pirates.

5758. Do they attack European vessels there?—I was once nearly attacked there; we should have been attacked if the wind had not sprung up; we were surrounded by a number of boats which were preparing to attack us.

5759. Are you aware that high authorities are of opinion that there are no pirates?—I have heard that.

5760. Do you concur in that?—Certainly not.

5761. Mr. *H. Berkeley.*] You have stated something as regards the advantages to China; what advantages, if any, do you think would accrue from extended steam communication to the Indian Government?—The advantages would be very direct, I think, to the Indian Government. In the first place, the Bengal opium, which I believe this year is 35,000 chests, is produced at a cost, I may be corrected if I am wrong, of about 20 *l.* a chest at the outside, and it sells in India at a sale price generally of 90 *l.* to 100 *l.*, making a clear gain to the company in round number of about 80 *l.* a chest, which upon 35,000 chests yields a large sum; besides which they have a very large revenue from the passes that they give for the Bombay opium, which is 20,000 chests more, so that their total revenue from opium alone I should think must be now between two and three millions sterling. Anything which tends to make the opium trade safe and secure tends to enhance and and secure that revenue.

5762. Are there any other advantages which you are aware of?—I think generally that everything which tends to make the trade on the coast of China secure tends to strengthen the position of the English in China, and to improve and extend our commerce, and with that to extend and increase the general Indian revenue, which is very mainly dependent upon the opium trade.

5763. *Chairman.*] I do not think you have put in before the Committee a statement of the fares which you propose to charge upon your line. Have you any objection to put them in?—Much would depend upon the nature of our arrangement with the Goverment. We do not propose to increase the rate of fares; but we propose to go at the rate of 25 per cent. faster than the present company. We propose to go at 10½ knots.

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5764. Mr. *Wilson.*] When you state 25 per cent. faster, do you mean 25 per cent. faster than the present contract speed, or do you mean 25 per cent. faster than they are in the habit of going?—Twenty-five per cent. faster than they are in the habit of going.

5765. Mr. *H. Berkeley.*] Will the price of coal in your opinion be reduced in consequence of the opening of mines at Labuan and Formosa?—The directors of that company of which Mr. Brook is a member, are very confident indeed that that they will produce an unlimited supply of coal, at a v y cheap cost; indeed, infinitely cheaper than anything we can lay down from this country, or from New South Wales. The reports from Labuan are that they have very excellent coal for steam purposes, and that they can produce it very cheaply indeed.

5766. The *Chancellor of the Exchequer.*] Have they worked successfully at all?—One of the chief directors told me a month ago, that they were now preparing to work it very extensively; in point of fact, they are contracting with the Peninsular and Oriental Company.

5767. *Chairman.*] There is a company formed for working the mines?—There is a company formed for that purpose.

5768. Have they published any report?—They have published one or two reports; and when I was in China four years ago, I saw specimens of coal from Formosa, which were procured by some men-of-war steamers then on the coast. They stated that the coal in Formosa was perfectly equal to the best Newcastle coal, and that it was abundant; that it only required a demand for it, to be produced in any quantity.

5769. Mr. *Plowden.*] Is there any communication with Formosa?—We have no trade with Formosa, but the steamers touch there sometimes.

5770. Is it not a dangerous coast to touch upon?—Not for steamers, but for sailing vessels it is.

5771. Mr. *H. Berkeley.*] Have you any knowledge, or can you produce a table of the present price of coals?—I have a table here of the present price at which coal can be laid down at various ports in the East. Taking the price of Newcastle coal at 7*s.* a ton, the rate of freight from Plymouth to Alexandria would be 15*s.* out, and 21*s.* home, making an average of 18*s.* from Alexandria to Suez, and from Suez to Aden, 65*s.* out, and 42*s.* home, making an average of 53*s.* 6*d.*; from Aden to Ceylon 42*s.* and 31*s.*, making an average of 36*s.* 6*d.*; from Ceylon to Calcutta, 31*s.*; from Ceylon to Singapore, 31*s.*; from Singapore to Hong Kong, 31*s.* and 42*s.*,

42 *s.*, which would make the average of the coal calculated according to the quantities used for the different mails, about 32 *s.* a ton at the present prices, and present rates of freight. *G. T. Braine, Esq.* 1 July 1851.

5772. Mr. *Willcox.*] Do you include the cost of landing, warehousing, and re-shipping, and the establishments there?—No. I was going to add, that this is merely the cost of coal; the cost of the establishments may vary at different places very materially, and they may be mixed up with a variety of other considerations; an establishment connected with coal may be an establishment that has other duties to perform at the same time.

5773. Or there may be nothing else but coal?—There may be nothing else but coal, therefore I have not taken that into consideration, as it depends so much upon the nature of the establishment at each particular place where coal is required.

5774. Mr. *H. Berkeley.*] Then those are the prices at which coal can be purchased?—Those are the prices at which coal can be purchased and used, irrespective of the cost of the establishments.

5775. Is it your opinion, and have you had reason for thinking, that another communication with India will be established by means of foreign companies, if not carried out by England?—From what I have heard, I think it is almost certain that it will. The Austrian Lloyd's are very anxious, and have been very anxious for a long time, to undertake a portion of the line; and they are preparing, as I mentioned before, to build still faster vessels to carry it on. The Americans have also looked at the probability of employing their ships in the most lucrative parts of the line. I think it very probable also that the Dutch would join with the Americans, and with the Austrian Lloyd's, in carrying on the communication.

5776. Mr. *Wilson.*] Do you think there would be any disadvantage in that?—The disadvantage might be that we should have it in the hands of a number of foreigners, having armed vessels out in the Eastern seas, instead of having it in our own vessels. I am not quite certain that they would carry out exactly the line of postal communication which the English Government or the English public might wish for; they would merely work the lines which paid them best.

5777. Would not those lines which paid them best be the great lines of communication to the markets of the East?—No, I apprehend not. I apprehend the postal communication between India and China and this country, is of great importance to this country. But I do not think it would pay irrespective of the Government subsidy; whereas the lines be-

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tween India and China, and on the coast of China, very likely would pay.

5778. Mr. *Crawford.*] You are not aware of any intention which is actually existing in the minds of any foreign states, or the subjects of any foreign states, of introducing lines of communication by steam in the Eastern seas?—I do not know that any plan has been matured.

5779. It is merely an apprehension in your mind that such a thing probably would be the case?—I know what has been contemplated by the Americans; overtures were made at one time.

5780. Did you hear of any scheme for an American line of boats being established between New York and Gibraltar?—That was one part of the scheme.

5781. And for the Austrian Lloyd's there to take up the passengers by their line, and convey them to Alexandria?—That was one plan, I know.

5782. And a combination of interests on the other side to carry the mails on to China, and on to Batavia, so as to give an interest to the Dutch Government on the one side and the American Government on the other?—Yes; seeing the advantage of the line you first named, between the Americans and the Austrian Lloyd's, this arrangement was to be followed up by an arrangement which the Dutch Government were making, so as to ensure their mails going through, so as to enable them to join the steamers which are now running between Singapore and Batavia, to join in the postal arrangements with other countries, with the Austrian Lloyd's, and with the Americans.

5783. Then, in point of fact, if this had been carried out, there would have been an extensive combination of foreign powers entered into for the purpose of maintaining postal and political communications with their dependencies in the Eastern seas?—That no doubt would be the result of it.

5784. Mr. *Wilson.*] When you were asked about foreign powers, did you understand that to mean the Governments, or did you understand it to mean mere private enterprise?—Mere private enterprise; they might be subsidised by the Governments; for example, I believe in the Dutch part of the arrangement there was a subsidy promised.

5785. Have you any reason to believe that the United States government promised any subsidy?—With regard to the United States I do not know.

5786. Have you any reason to believe that the Austrian government

government will pay anything to the Austrian Lloyd's Company?—That I do not know.

5787. Then your impression is, that with the exception of the Dutch part of the arrangement, this arrangement is a matter of private enterprise by private merchants?—I think so.

5788. Do not you think that, if such a thing were established, it would be an enormous advantage to the merchants of this country, by affording an additional conveyance for their letters, and an opportunity for passengers going, in addition to that provided by the present company?—I do not know that it would be an advantage to this country to have armed steamers belonging to other countries running in the Eastern seas with the postal communication, and to have it interrupted at any moment from any one of the parties seceding from the arrangement, or from its breaking down on account of its not being remunerative.

5789. But would the accidental interruption of that line be any disadvantage to us, provided we had our own special line kept up; would it not as long as it worked be an additional facility to the merchants of this country, and if broken down would only leave us where we are?—Supposing there was no other means of having a second line, I conceive that it would be a very good last resource; but I think a second line belonging to English capitalists, and in a certain measure under the control of the English Government, and working in competition with the present company, would in process of a certain reasonable number of years tend to develope both lines thoroughly, and by that means enable you to ascertain with how little of Government subsidy both lines could be carried out; and it would eventually be more to the advantage of England than a broken lines in the hands of a foreign government or a foreign company.

5790. All you mean is, that if there are two lines, you would rather those two lines should be in English interests, conducted by English capital, than that one should be foreign and the other English?—I think so.

5791. The *Chancellor of the Exchequer.*] Both being subsidised by the English Government?—Subsidised to such an extent as experience might show to be a fair subsidy.

5792. Would it not afford a fair criterion of the rate at which this might be carried on, if one line were carried on by parties independent of any Government subsidy, or any payment by Government?—If you could be certain that it would be carried on permanently, so as fairly to test competition, putting aside the political view of the matter, whether it is

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desirable to have foreign armed vessels in the Eastern seas, putting aside that question altogether, I conceive, if you could be certain that that competition would continue for such a term of years as properly to ascertain the capabilities of the lines, that would answer the purpose; but I think it is a difficult question.

5793. For whatever time it was carried on, it would be a fairer criterion to test the line, if it were carried on by private parties, without any assistance from any Government?—Presuming it can be sure of its efficiency, it might be so.

5794. Mr. *Crawford.*] There would be one great advantage in being relieved from Government interference and Government control, as to being obliged to leave a port at a particular hour, to arrive at a particular hour, and so on?—To a certain extent, of course, that would be so. The more unfettered private enterprise could be left the better.

5795. The *Chancellor of the Exchequer.*] Is not a reasonable certainty of arrival and departure absolutely necessary for postal purposes, under whatever arrangement the communication is carried on?—Certainly.

5796. Mr. *Wilson.*] You have made use of the term several times, "armed foreign vessels in our Eastern seas." What is the Committee to understand by the term "armed foreign vessels," in relation to these postal communications?—On the coast of China I conceive that you must have armed vessels to make them safe; and I have stated that I consider that the lines which foreigners would be most likely to work would be those that would pay the best; and I conceive that the most profitable traffic would be on the coast of China.

5797. Are there not at the present moment a great number of sailing vessels belonging to America and other countries, in that trade?—No, not many; there may be two or three. There are a great number of American vessels trading to China, but not trading permanently on the coast of China; they are vessels going to China for tea, and returning with tea to America.

5798. You have frequently known of American vessels going from Bombay and other ports of India to China, have you not?—There are a certain number.

5799. Are those armed vessels?—No, not all.

5800. Is there any reason why those steamers should be armed more than any vessels which are sailing vessels?—On the coast of China all vessels are armed.

5801. Would there be any more objection to having armed steamers than armed sailing vessels?—In the event of a war

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you would have vessels more able to molest the English trade than if they were not armed, and steamers will be more able to molest the trade than sailing vessels.

5802. Is there any more objection to coming in contact with foreign vessels there than in any other seas in the world where English vessels do come in contact with foreign vessels?—Not that I am aware of; the objection is general.

5803. Mr. *H. Berkeley.*] You are aware that Collins's line is subsidised by the American government?—Yes.

5804. *Chairman.*] You are a shipowner yourself, I think?—I am a shipowner now, and have been a shipowner for many years.

5805. Have you had any experience as to the relative merits of iron and wood in the building of ships?—I have not had much experience of iron vessels, but I can speak from what little I have had; while I was in China I was a very large shipowner there, as the head of the house to which I belonged; we had between 20 and 25 vessels, and we never found any inducement to put iron vessels into our fleet. We had three or four sent out to China, one of which came out for sale. She remained in China a considerable time, and finally went home because nobody would buy her.

5806. What was the reason of that?—Why we objected to iron vessels in the Eastern seas was owing to the rapid accumulation of barnacles and dirt upon the bottom, which makes it necessary, at constantly recurring periods, to put the vessel upon the beach, or into dock, and have her thoroughly cleaned; there is in those seas a great accumulation of barnacles and other things upon the bottoms of ships, which make them foul with great rapidity.

5807. In point of cost, have you not found that an iron vessel requires less repair and suffers less wear and tear than a wooden vessel?—It was one of the objections to iron vessels in the East that they had not the means there of repairing them, as they had with wooden vessels. A wooden vessel you can repair any where. To repair an iron vessel, you require plates of iron of the proper size and the necessary rivets. The people do not understand the kind of work necessary to carry out the repairs; whereas, with wooden vessels, there is no part of the world where you do not find wood in abundance and shipwrights, so that if any accident happens to a wooden vessel, you can repair her.

5808. Mr. *Willcox.*] Are you not aware that every iron vessel takes out those plates and rivets?—I was answering the question with reference to myself, why I did not like having

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iron vessels in China, as forming part of the fleet which I had of wooden vessels. I say it was, first of all, on account of the rapidity with which the bottom gets foul, which we know from experience; and secondly, that the difficulty of repair was greater to us, as we had no stock of materials.

5809. Are you not aware that iron steamers invariably take those plates and rivets with them?—I am not aware, but I dare say they do.

5810. In point of fact, for repairing an iron vessel, the necessity of which is of rare occurrence, they have better means than even wooden vessels have by shipwrights, because a damage may occur where there are no shipwrights; but the engine-room furnishes all the means for the repair of an iron vessel?—Practically, I never heard of any difficulty in any part of the world in repairing a wooden vessel. I have looked always at the difficulty as greater in iron than in wood, because you can always get wood, and I conceive, that almost in every part of the world you find shipwrights.

5811. Are you not aware that since you left China, not far from Canton, there is a mud dock established, and that the Peninsular and Oriental Company's iron steamer at Canton goes over there when her bottom is foul?—I never stated that there was any impossibility in cleaning the bottoms of the ships. I only stated that they did foul, and that that rendered it necessary to clean them.

5812. But you gave as a reason why an iron vessel found no purchaser, that there was that difficulty of cleaning the bottom? —I am not aware that I stated that. I have never stated that it was an impossibility, only a great inconvenience.

5813. Mr. *Plowden.*] Does the same facility of collecting barnacles exist with regard to wooden coppered vessels as with iron?—No; in nothing like the proportion; practically you never have occasion to dock a wooden vessel coppered, that is, sailing in the Eastern seas, from the bottom getting foul. You never dock a wooden vessel that is in constant work, excepting when she requires new coppering; the bottom does not foul practically while she is at work.

5814. Lord *Naas.*] How long does the copper generally last?—It varies very much, according to the work a vessel has to do; sometimes three years. I have known it run to five sometimes.

5815. How often has an iron vessel to be hove down for the purpose of cleaning her bottom?—I believe every three or four months, and I believe oftener if you have them much

much lying up. Her bottom fouls more quickly when she is lying up. *G. T. Braine, Esq.*

5816. Mr. *Plowden.*] Is it not the practice, off the coast of China, for copper-bottomed vessels to clean their bottoms by means of scrubbing?—It is sometimes done, but in vessels that are in much movement it is very seldom required. I do not think, in the whole course of my experience in China, that I recollect half-a-dozen cases of having to do anything with the bottom of a wooden vessel, excepting when she had to be re-coppered. 1 July 1851.

5817. I understood you to state, that superior vessels of a superior character cannot be obtained without competition?—They are not so likely to be obtained without competition.

5818–20. Are you not aware that the Royal Mail Company are building vessels equal, if not superior, to any afloat, and that without competition?—There is a great difference of opinion as to whether those vessels will turn out to be so much better than others. They are built of cheap materials; they are vessels built with a view of getting great speed; but I understand they are built at a contract price which precludes the possibility of their being first rate.

5821. Mr. *Cowper.*] Can they be said to be without competition while the American vessels run from Chagres to New York, and there is a communication from New York to England?—I conceive that that is competition to a certain extent; competition that evidently has had the effect of making them try to increase their speed.

5822. Do you mean that they have endeavoured to attain the same speed as their American competitors have already attained?—They have endeavoured to obtain as great a speed and at as cheap a cost as they can.

5823. *Chairman.*] Have you anything further which you wish to put in?—There is one point on which I have not been asked a question, and upon which I came prepared with a table, connected with a point which I heard mentioned here before, that there has been an arrangement on the American lines, which was, in point of fact, a coalition to prevent any reduction of the fares. I have brought with me a table of fares, showing that that is quite a misapprehension of the actual condition of matters. In Cunard's line they go at the average speed of about 11 knots an hour; the rate of passage money before the competition which is now in force was 40*l.* 19*s.*, and it is now reduced to 35*l.*, making a difference of 5*l.* 19*s.*

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since the competition. Collins's line runs at the same rate of speed and the same rate of passage-money, 35*l.*

5824. Mr. *Cowper.*] Can you state at what period the 40*l.* ceased to be charged, and the 35*l.* began?—No; I have not the date with me; I should not like to state from memory.

5825. But are the Committee to understand you to state, that the reduction has taken place since the starting of Collins's line?—I do not think it has been since then; I think it is longer ago than that.

5826. Then so far as you know, you are not able to state to the Committee that that reduction arose in consequence of the competition?—No; but I was going on with the other line, to show that there is competition in the rate of speed and the rate of passage-money. As to the United States mail lines, one of them goes at the rate of 9 $\frac{9}{10}$ths knots; the first class passage-money is 33*l.* 12*s.*; the second class, 20*l.*; on the second line the passage rate is 31*l.* 10*s.* for the first class; 26*l.* 5*s.* for the second class, and 16*l.* 16*s.* for the third class.

5827. Are those lines touching at Southampton and Cowes?—Between New York and Southampton. (*The Witness delivered in the Table.*)

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5828. In order to make that table bear upon the subject you mention, you should endeavour to ascertain, if you please, the period at which the reduction took place in Cunard's line?—That I can learn, but I produce that as showing that there is *bonâ fide* competition; that there is no coalition at this moment as to the rates of fare upon the whole of those lines; that there are four mails running at different rates of fare, and different rates of speed.

5829. Is the Committee to understand you to say that the lines which run between New York and Liverpool charge exactly the same fare?—Those two lines do.

5830. Mr. *Willcox.*] Those are the only two that are in competition?—The others I conceive to be as much in competition, both running from New York to England.

5831. Mr. *Cowper.*] I understood you to say that the line from New York to Southampton was 33*l.* 12*s.*, whereas the American line to Liverpool was 35*l.*?—Yes.

5832. What do you suppose a passenger would have to pay in passing from Southampton to Liverpool; do you not think that the price has been fixed with reference to that additional journey, and the additional payment that he would have to make on the railway?—It cannot cost so much as that.

5833. Cannot

5833. Cannot it cost 1*l.* 8*s.*?—I should think not; the difference in one case is 3*l.* 10*s.*

5834. The difference from Southampton is 1*l.* 8*s.*, is it not?—£. 1. 8*s.*

5835. The difference from Cowes is rather more?—£. 3. 10*s.*

5836. Is not the latter journey a more circuitous one to Liverpool than the voyage for which the higher rate s paid?—Yes; but practically there is another point I would remark upon with regard to there being competition, that Cunard's line has been increasing its speed in consequence of the competition of Collins's line; and thus the public gain the effect of competition in increased speed, if they do not gain it in money, because 35*l.* paid for 10 days is better to a person whose time is valuable, than 33*l.* for 12 days.

5837. Was not the speed of Cunard's line greatly increased before competition as well as afterwards?—I am not aware whether it was before the great increase. I think it has been very recently, and is going on even now; they are replacing their boats by better ones even now.

5838. Mr. *Divett.*] We have had some complaint here of the crowding of several first-class passengers in the same cabin; have you turned your attention to that subject sufficiently to say whether, in the construction of new large steamers, that inconvenience could be avoided to a considerable extent?—I consider that it might be obviated by the companies only taking the number they can accommodate. The Austrian Lloyd's Company will not take more in their boats than they can conveniently accommodate. They refuse passengers.

5839. When you say conveniently accommodate, do you mean accommodate to the extent of allowing an individual paying a high fare a cabin for his own use entirely?—No. I have been in the Austrian boats, and I have had a cabin jointly with two other individuals, but my cabin was quite big enough to hold four, and there was another cabin holding two. I will contrast that with what occurred to myself in one of the boats of the Peninsular and Oriental Company in which I was a passenger, which I should not have mentioned excepting as illustrating the point that I am questioned upon. I left China between four and five years ago in the "Braganza." When I left Hong Kong I was given a cabin between myself and another gentleman, and it appeared to me to be quite big enough for us both. While I was on shore at Singapore two other parties were put into this cabin; that is to say, there were

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were two shelves, which I had never before noticed, which were turned up and made bed places of, and we were told that it was a cabin which held four people. But to prove how unfit it was, I may state that we were obliged all four of us to enter into an agreement that none of us would sleep in the cabin, but would merely use it for washing; and we did that by turns. It was utterly impossible that four people could do it together, and we slept in the saloon.

5840. I suppose, independently of other inconveniences, there would have been very great inconvenience from the heat with four persons sleeping in that cabin?—We could not sleep in it; it was utterly impracticable.

5841. Mr. *Willcox.*] At what date was that?—I left in the "Braganza" in February 1846.

5842. Mr. *H. Berkeley.*] What fare did you pay for that accommodation?—I do not recollect.

5843. The *Chancellor of the Exchequer.*] The offer of your company did not include any tender for the service between Singapore and Australia?—We did not in our last tender include it; but we are quite ready to tender for it, if the Government should express a wish that we should.

5844. Are you prepared to say what the probable cost of such a communication would be?—It would depend so entirely upon the mode in which it was to be carried on; whether by paddle-wheel or by auxiliary screw-vessels.

5845. Can you state the sum, taking it either way?—I can state what we would propose by a paddle-wheel. The auxiliary screw I cannot state, because we do not know whether we should ever have occasion to build any such vessels; but I can state it by the paddle-wheel. I have not the table at hand.

5846. Mr. *Divett.*] You have told us before what the rate per mile upon the proposed contract would be compared with the existing rate. Assuming a tender to be made likewise for the Australian service, would that be based upon about the same rate per mile?—I would rather not speak upon a subject of that kind without figures. The truth is, we are not at all aware whether the Government would contemplate having it done by paddle-wheel or screw, and therefore we did not enter into a calculation of what it would cost.

5847. *Chairman.*] As to the passenger traffic from China, do you expect to have much passenger traffic upon your line?—I believe it has constantly been increasing, and I have no doubt it would continue to increase, particularly if the fares could be reduced. We have found it so everywhere else, and I have

I have no doubt it would be so in China. The Chinese themselves are a very migrating people, and they would go about a great deal if facilities were afforded to them. G. T. Braine, Esq. 1 July 1851.

5848. Mr. *Divett.*] Are you alluding to passages on the coast?—I am alluding to passages on the coast from China down to Singapore and the Straits.

5849. Are the class of Chinese who emigrate, and move about in the East, people that would be disposed to pay the high rate of passage-money charged in the steamer?—Not the present rate, and practically they do not go to any large extent. I conceive the rates are prohibitory; but at a reduced rate I think it very possible that the traffic would increase very considerably. The Chinese are the most migrating people next to our own in the world; we find the Straits of Malacca full of them.

5850. *Chairman.*] Is not that confined to the lower class of Chinese who go to seek for work in different parts of the world?—There are a great many of other sorts, artizans and small merchants.

5851. Mr. *Divett.*] In the Straits there are some Chinese merchants on a large scale, are there not?—Very large indeed.

5852. The *Chancellor of the Exchequer.*] Have you any means of forming an opinion of the importance of a communication between India, China, and the Australian colonies?—I think it is a very important communication, and would become more so. The number of Indian officers and others who go to Australia for the benefit of their health, would increase very much indeed if the communication were much quicker, and more constant; and I am led to believe that the traffic in horses from New South Wales to India might be considerably increased. They produce horses in New South Wales of a very good breed at a low price. I had two cargoes of horses sent me to Hong Kong from New South Wales; I suppose there were 18 or 20 in one ship; they were sent from Sydney. They arrived, from the length of the voyage, in such dreadful bad condition, that we were obliged to sell them for comparatively trifling prices; some of them were horses which, in England, would have fetched 50, 60, and 70 guineas each. We sent the best to India; there was no sale for horses of that kind in China; we sent many of them to India; the rest we sold to Europeans in Hong Kong, where there was plenty of riding ground; a great number relieved us from any trouble by dying.

5853. Mr. *Corry.*] I perceive that, in a printed paper put in

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in by you, you state, "the Eastern Steam Navigation Company are quite prepared to prove, before the Select Committee, the necesssity of a second and competing line to India and China, at a greatly increased rate of speed, and to tender for the same immediately, for which they are now building engines and vessels combining all modern improvements. Are those vessels and engines now in course of construction? —Several engines are in course of construction; one set of engines, I believe, is nearly finished, and one of the boats is absolutely in frame; and as to several others, all the models, and necessary things in connexion with them, are considerably advanced.

5854. Is it, then, the case that it is the intention of the Eastern Steam Navigation Company to put on a competing line, whether they obtain a Government contract or not?—I cannot say that they are prepared to carry out the intended lines without a Government subsidy.

5855. Mr. *Willcox.*] In what port is the vessel which you say is in frame?—At Bristol.

Mr. *Reginald Remington*, called in; and Examined.

Mr. *R. Remington.*

5856. *Chairman.*] ARE you engaged in trade in Bombay? —I am, and have been for several years.

5857. What house do you belong to?—Remington & Company.

5858. Are you aware of the way in which the postal service is conducted between Bombay, Suez, and Aden?—Yes.

5859. Will you state to the Committee how the service of the post is at present conducted between Bombay and England?—There is a communication on the 3d of each month to Suez, by one of the boats belonging to the East India Company, and on the 17th of the month the East India Company run a vessel as far as Aden, which carries the mails, and the mail is then transferred to the Peninsular and Oriental Company's steamer which goes on to Suez; but no passengers can go by the mid-monthly, as they are called, except by special arrangement with the captains of those vessels, and then they are carried as deck passengers.

5860. Mr. *Willcox.*] What company are you speaking of? —The East India Company. The captains may, if they choose, refuse to take passengers at all; which they have done, upon one or two occasions, when ladies have applied.

5861. *Chairman.*] You are speaking now of the mid-monthly

monthly mail?—I am speaking now of the mid-monthly mail.

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5862. That is the Aden and Bombay?—Aden and Bombay. The steamers between Bombay and Suez on the 3d of the month are very few; in fact, there are only two vessels now which can be depended upon.

5863. What are their names?—"Adjdah" and "Feroze;" those are the only two vessels that can be depended upon to carry passengers. But they sail under false names. They are not passenger ships at all, they are frigates; and there was a case occurred the other day, when I was leaving India, of this kind. It was reported that the "Feroze" must be taken up to carry troops to the Cape, and if she had been taken up for this service there was not another boat there to have accommodated the passengers as far as Suez.

5864. Do you know the rate of speed at which the service is conducted?—Except the two boats, the "Feroze" and "Adjdah," the average speed, I should think, was about eight knots.

5865. Mr. *Plowden.*] Did you say that there were only two boats?—Only two boats that can be depended upon for speed and proper accommodation.

5866. What has become of the "Akbar"?—The "Akbar" has been lately repaired, but I should be very sorry to go in her.

5867. Lord *Naas.*] Why would you be sorry to go in her?—She is too old; she was only built for 12 years, and I think she must be 14 years old now.

5868. Mr. *Plowden.*] What has become of the "Muzzuffur"?—The "Muzzuffur" is fitted up for the mid-monthly service, but she is not fitted up for passengers.

5869. What has become of the "Semiramis"?—The "Semiramis" is specially employed between Singapore and Borneo at present.

5870. Those vessels I have named are all of the first class; but there are five others, averaging 600, 700, and 900 tons, besides?—Yes, the "Victoria" is one.

5871. The "Atalanta"?—The "Atalanta" does not exist now.

5872. The "Auckland"?—The "Auckland" is a mid-monthly boat.

5873. The "Queen"?—The "Queen" is a mid-monthly boat.

5874. The "Sesostris"?—The "Sesostris" is a mid-monthly boat.

5875. The

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5875. The "Victoria"?—The "Victoria" carries the mails between Bombay and Suez, but she is very slow.

5876. Sir *J. Hogg.*] Are you aware of the contract rate of speed of the Peninsular and Oriental Company's vessels between Suez and Calcutta?—No, I am not aware of what the contract rate is.

5877. Then you do not know the rate of speed at which the boats of the Peninsular and Oriental Company, or the vessels of the East India Company, are expected to complete their voyages?—No, I am not at all aware of the contracts existing between the Government and the Peninsular and Oriental Company.

5878. Have you never looked at any tables showing the dates of departure from Suez and arrival at Bombay, or departure from Bombay and arrival at Suez, so as to form an opinion as to the regularity with which the boats perform their voyages, or the speed at which they steam?—Do you mean the boats of the East India Company?

5879. Yes?—I have kept memorandums of their arrivals and departures.

5880. Have you got any of them to look to?—No, I have none at present with me; possibly I have none with me in this country.

5881. But you do not know the rates of speed which they are expected to maintain?—I do not think that there is any contract at all between the East India Company and the public, or the British Government, as to the rate at which they are to go, or the speed to be maintained.

5882. Do they maintain the same speed as the Peninsular and Oriental Company?—I think the "Adjdah" and "Feroze" are capable of going probably faster than any boat the Peninsular and Oriental Company have.

5883. Is it from vague calculation, or from distinct and specific knowledge, that you state the fact that the average speed at which the voyages from Suez to Bombay, and from Bombay to Suez, are made, is under eight knots an hour?—In those boats, I have myself performed the voyage twice between Bombay and Suez; and, as far as my recollection goes, our average rate was about eight knots an hour, and that was at one time with the monsoon with us.

5884. Then the evidence you give before the Committee is founded upon your indistinct recollection of the result of two voyages?—Further than that, it is the common report among the parties going by those vessels. I hear it every day, that

that those boats do not make passages at a quicker speed than that.

5885. You have been at Bombay?—I have resided at Bombay for some time.

5886. Having resided at Bombay, are you prepared to state the fact that those boats make their passage to and from Suez to Bombay, under eight knots an hour; are you prepared to state that as a fact before this Committee?—I believe that they have gone considerably under eight knots an hour.

5887. Then your evidence before this Committee is, that their average speed is much under eight knots an hour?—Not the two boats I first spoke of, that is the "Adjdah" and the "Feroze."

5888. I am not limiting my question to any one, two, or more boats; my question is, are you prepared to state that the average rate at which the voyage or passage from Bombay to Suez to and fro, is accomplished, be the boat what it may, is much under, or at all under, eight knots an hour?—I will give them eight knots an hour as the average, as far as I have any means of giving information.

5889. Then, if I understand your evidence, it is a kind of rough guess?—It is a rough guess, about eight knots an hour.

5890. You have stated that certain vessels belonging to the East India Company were in the habit of sailing under false names, will you explain to the Committee what you mean by that?—They are not passenger ships, they are frigates; they are fitted out as frigates.

5891. Did the Bombay government ever call them passenger ships?—They are put on for that particular service.

5892. Did the Bombay government ever call them passenger ships?—I am not sure whether they ever called them passenger ships or not.

5893. Then have you any ground for stating before the Committee that they sail under false names?—False names as far as the public are concerned, because they are called passenger ships; they are put on for this purpose as passenger ships, but they are, in point of fact, frigates.

5894. They were built as frigates?—Yes.

5895. And they are called frigates by the Government, and everybody else?—Yes, they are called frigates; but they are also employed as passenger ships.

5896. Do you see anything impossible in a frigate carrying passengers if the frigate has been constructed for that purpose?—No, there is nothing impossible.

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5897. The *Chancellor of the Exchequer.*] Do they practically afford the public accommodation for passenger traffic between Bombay and Suez, and between Suez and Bombay?—I should say not.

5898. Mr. *Crawford.*] That is what you meant when you said they were sailing under false names?—Yes.

5899. Mr. *Divett.*] You meant that they were not suited for passenger ships?—Yes.

5900. The *Chancellor of the Exchequer.*] Have you, in your capacity of a mercantile man at Bombay, had an opportunity of knowing what were the opinions of the community in general, as to whether that service is performed so as to meet the requirements of the trade?—As far as the trade goes, if you mean carrying merchandize, we do not look to those vessels to perform that service; all that we want is regularity in carrying the mails and comfort in carrying the passengers.

5901. Do they carry any goods at all?—No, the East India Company's vessels do not.

5902. Mr. *Crawford.*] Have you sufficiently in your recollection the rate of freight charged by the company for the conveyance of merchandize or bullion in their ships to be able to quote without reference?—No.

5903. A great deal of treasure and bullion has gone out lately from England to Bombay, has there not?—Yes; just after I left there was a good deal on the way, I know.

5904. By what route did that bullion go to Bombay from Suez?—It was all shipped from Southampton in the Peninsular and Oriental Company's vessels, as far as I recollect, and it came down to Galle; there it had to wait until the China steamer arrived, I think the following month, if I am not mistaken; but I could easily tell you. The Peninsular and Oriental Company's vessel started, we will say on the 20th of the month, and would arrive at Galle about the 28th, between the 24th and the 28th, too late for the China steamer, and therefore it would have to wait there until the following month.

5905. Why was that bullion not sent down from Suez to Bombay by the vessels of the East India Company?—In the first place there would be nobody at Suez that I am aware of to take charge of it, ship it, and look after it; besides that, the East India Company would have to be remunerated by a freight independently of what you would pay the Peninsular and Oriental Company in the first instance for carrying it to Alexandria.

5906. You

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5906. You say they would have nobody to look after it; you merely meant to say this, that the East India Company have no establishment for attending to this freight?—They have not.

5907. Are you aware of any silver having been sent by the Peninsular and Oriental Company's vessels from Southampton to Alexandria, and in the Peninsular and Oriental Company's boats from Suez to Aden, and thence to Bombay by the mid-monthly mail of the East India Company?—I think on one occasion lately there was. You mean to say bullion sent as far as Aden, and there transferred to the company's boats?

5908. Yes?—There was on one occasion, lately, some silver that came in that way, but that is the only instance I can recollect.

5909. Are you aware of the difference of freight between silver sent that way, and that which was sent round by Point de Galle?—I am not aware; but I believe that the captains of those vessels, I am rather speaking from vague recollection now, are entitled to 1½ per cent.

5910. Are you aware whether any special regulations exist as to the bills of lading which the officers of the Indian navy give to persons who ship goods on board the company's vessels at Suez? Is there anything special in the bills of lading? Are they not in the form prescribed by the East India Company, and not the ordinary bill of lading?—I am not aware; I have never shipped anything by the East India Company's vessels under a bill of lading.

5911. The *Chancellor of the Exchequer.*] I understood you to say just now, that they took no goods at all?—There is nothing in the shape of trade; no merchandize is carried between Bombay and Suez.

5912. To what goods do those bill of lading refer?—Bullion.

5913. *Chairman.*] How is the passenger communication conducted between Bombay and Suez, is it satisfactorily conducted?—Not at all to the satisfaction of the public.

5914. Can you state that from your own experience?—Yes; there is great discomfort on board those vessels. In the first place, in those large frigates there are 14 cabins, as far as I recollect, of very small dimensions, and those cabins are capable of holding two persons. The party taking the cabin has the choice, according to the regulations, of receiving another party into the cabin, and by so doing he goes considerably cheaper, but there is very little accommodation. In fact,

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fact, if there are two parties, one must dress, and the other must remain in his berth while he is dressing; there is no room to dress; there is very little accommodation of that kind and there is great discomfort from that circumstance.

5915. Did you return yourself lately?—I have only just arrived.

5916. How did you find the accommodation?—I found great discomfort; I took a cabin with a sick officer, and of course I gave the cabin up to him: it was perfectly impossible to remain in the cabin with him, he was so unwell, and I slept on deck.

5917. Did many others sleep on deck?—A great many others slept on deck.

5918. Is it not the custom in the Red Sea frequently for passengers to sleep on deck on account of the heat?—They do occasionally sleep on deck on account of the heat; but that is not what I was going to say exactly. I was going to remark, that the largest boats are constructed with only 15 cabins; they can accommodate 30 passengers by taking two into one cabin, and after that the passengers take saloon berths and deck accommodation. A great many people go on deck, but for the deck passengers there are no conveniences whatever; there is no place even for them to dress in; they are obliged to dress on the deck of the boat, which is a very great inconvenience.

5919. Is the charge the same for all the passengers?—No, the deck passage is cheaper.

5920. What is the difference?—One hundred rupees.

5921. £.10?—Yes.

5922. Lord *Naas.*] Are the same regulations observed on board the Bombay and Suez vessels as on board the Bombay and Aden vessels?—Not precisely.

5923. What is the difference between the regulations?—The difference is this, that the Bombay and Suez steamers are what we call regular passenger boats, intended to carry passengers, and the company take the fare; but in the case of the mid-monthly steamers, the arrangement is there made with the captain. They are frigates, in point of fact, and carry stores and troops over from Bombay to Aden, and you make arrangements with the captain; and the captain, if he does not choose, need not take you at all.

5924. Is there much dissatisfaction expressed by the public in India with regard to that?—I do not think so; not from that circumstance, because there has never been a case, I think, where a person has been refused. A lady has once been

been refused, I think. The captain refused to carry ladies; he did not wish to be troubled with having ladies on board between Bombay and Aden, and he would not take them.

5925. Which line is supposed to be most comfortably provisioned; the line from Bombay to Suez, or from Bombay to Aden?—It is much the same; when proceeding only as far as Aden you get into one of the Peninsular Company's boats, with more comfort and convenience for passengers.

5926. I mean on the voyage between Bombay and Aden?—It is the same. Possibly by the mid-monthly steamers you would be more comfortable; because I think I am right in stating that the captain there is the caterer, and he generally has a better table than is provided on board the steamers on the 3d of the month; that is done by contract.

5927. In which is the accommodation best?—The accommodation is probably better by the regular steamers.

5928. Who caters between Bombay and Suez?—In the regular packets it is done by contract.

5929. Sir *J. Hogg.*] You said it was optional with the captain to receive passengers or not in the bi-monthly steamers?—Yes, he is in the same position as on board a man-of-war; of course it is optional with him; it is an understood thing. You can only be considered then as a deck passenger, and he can give you a cabin or not as he pleases. That is an understood thing; there is no complaint made of it.

5930. If the captain of a bi-monthly steamer thinks proper to say he will not take any passengers, is it competent for him to do so?—I believe it is; he can take them or not as he pleases, unless there has been some alteration in the system. But when they first started, the Government distinctly said, that these boats were merely for the conveyance of troops and stores between Bombay and Aden, and not for passengers at all.

5931. I am quite aware of that; that is the reason why I asked you just now whether it is optional?—It is an understood thing that it is so.

5932. You understand at Bombay, that it is quite competent for the captain to decline taking them if he pleases by the bi-monthly steamers?—I believe that is quite understood by the public.

5933. In fact there is no regular accommodation?—Just so.

5934. That bi-monthly communication was started by the Indian Government for the purpose of the passage of stores and troops?—Yes.

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5935. An accommodation for the public was given at the request of the inhabitants and merchants?—At the request of the public generally.

5936. It was in consequence of the general request, that that accommodation, such as it was, was given by the Government to the community of Bombay?—Yes.

5937. I believe that during the monsoons that service is often performed by sailing vessels?—From Aden it is; one or two packets have come over by sailing vessels.

5938. When steamers are employed, it is a smaller class of steamers that go between Aden and Bombay bi-monthly?—Yes, they are a smaller class of steamers.

5939. The large and commodious steamers being reserved for the regular communication between Bombay and Suez?—Quite so.

5940. Lord *Naas.*] Are the cabins on board those steamers furnished?—Latterly they have been; since the contract system of feeding passengers, they have given bedding, sheets, &c.

5941. As well on the Bombay and Suez line as on the Bombay and Aden line?—On the Bombay and Suez line only.

5942. Then on the Bombay and Aden line the cabins are not furnished?—No, because the accommodation there is, in point of fact, the captain's. I think the "Muzzuffur" is merely a frigate; she is not fitted up for passengers at all; she may have a few cabins, but they are not passenger cabins, they are for the officers.

5943. Then is it the case that people arriving at Aden by the Peninsular and Oriental Company's boats, and requiring to go on to Bombay, are obliged in some cases to go in cabins that are not furnished at all?—Yes; I think the Governor-general, Lord Hardinge, found that there was not even a couch for him on board the "Muzzuffur;" it was commonly reported that he made a complaint of there not being anything like bedding, or anything on board that vessel.

5944. The public are obliged to go by this line; in point of fact, they have no other to go by?—They have no other to go by; there is no other line at present.

5945. *Chairman.*] Is there a great increase in the passenger communication from Bombay?—Yes, a large number every year, from the North Western provinces and the Punjaub.

5946. Do the officers from Scinde and the North Western provinces naturally take that line?—They were almost all Bengal

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Bengal passengers, and the others from the North Western provinces when I came.

5947. What number were you?—I forget the exact number; I think between 40 and 50 to Suez.

5948. Was that about the average?—Yes, for that time of the year; there are many more come out than go home often at certain seasons of the year.

5949. Mr. *Corry*.] I think you said in the former part of your evidence that there are only two vessels which can be depended upon for speed?—There are only two vessels which can be depended upon for speed and otherwise.

5950. The speed of those vessels, I think you said, was eight knots an hour?—That is about the average.

5951. And those vessels, I suppose, are the large vessels which run between Bombay and Suez?—They are called frigates.

5952. Do you know what the average of the speed of the inferior vessels between Bombay and Aden is?—It would be difficult to say. The "Auckland," I think, was very nearly a month once between Aden and Bombay; and last December, either this vessel or the "Sesostris," had to burn her yards, and masts, and spars, and hen-coops, and I do not know what, to keep her going at all. The "Queen" is the fastest boat of this class.

5953. Was that on account of unusually bad weather?—Yes; they came across with the North East monsoon against them. At the end of last year and the beginning of this, in these two boats, you may say, the lives of the passengers were put in jeopardy; all the live stock was nearly consumed.

5954. Mr. *Willcox*.] Are the Committee to understand you to say that the "Auckland" burnt her masts?—Her spare spars.

5955. Mr. *Plowden*.] When was that?—This occurred last December.

5956. Sir *J. Hogg*.] Was that from Aden to Bombay?—Yes; from Aden to Bombay.

5957. Mr. *Plowden*.] You say she is very slow; can you recollect the time she occupied?—This was not in the "Auckland." I think this was the "Queen;" but those three vessels are all much about the same. The "Queen," the "Sesostris," and the "Auckland," are all very slow boats indeed.

5958. Cannot you state the time?—I could, probably, with a little recollection.

5959. Mr. *Cowper*.] Did not the "Auckland" leave Aden on the 20th of December 1849, and arrive at Bombay on the 2d of January 1850?—I believe she did.

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5960. Mr. *Divett.*] Has the nature of this communication between Bombay and Suez been much considered at Bombay as to the mode in which it is carried out?—It is very much talked of.

5961. What is the general opinion at Bombay as to the mode in which it is carried out?—I think the fault found with it principally is this, that no dependence can be placed upon the sort of boat which you may have between Bombay and Suez; as it was said I had misnamed them, these vessels are called "passenger boats," whereas they are frigates; for instance, Jung Babadur wanted the "Feroze" to take him round to Calcutta. If they had given the vessel to him, the public must have been accommodated by one of those smaller vessels which frequently have made the passage so slowly, and have been so long on the passage that the passengers have been obliged to remain at Malta or in Egypt a fortnight for a conveyance; they have not been in time for the Constantinople steamer at Malta.

5962. There is an uncertainty and insecurity about the present arrangements?—Yes, under the present arrangements by the East India Company.

5963. Does that arise a good deal from the feeling that the boats may be called off for other service?—Precisely so.

5964. The feeling there is, that so long as those boats are apt to be called off, and particularly the better ones, for other service, the passengers cannot have the accommodation they are entitled to?—Exactly; I think, considering the large sum we pay for fare to the East India Company, we ought to be provided with better accommodation than at present exists; under the present contract system the passengers are so badly fed, that it is perfectly impossible to eat some of the dinners they give you; the wines are abominable.

5965. Is it felt at Bombay that this service could be carried out more efficiently and more satisfactorily in some other mode?—Yes; I think there is a general feeling that it should be put upon another footing altogether. In fact, I think the East India Company are themselves preparing for some change of the kind, for they are not constructing, that I am aware of, any fresh boats for this service.

5966. Your belief is that the East India Company are aware that this is not satisfactory?—So far as I know, I believe it is the opinion generally entertained at Bombay, that the conveyance of passengers is to be transferred to another company shortly.

5967. To what other company?—To the Peninsular and Oriental Company,

5968. How do you mean transferred?—That they are going to give up taking passengers at all; that the Peninsular and Oriental Company are to have boats on the line and to carry the passengers.

5969. You are not aware of that at all as a matter of fact, are you?—No, I am merely saying that the general opinion is that this line will not exist much longer.

5970. *Chairman.*] Do you believe that it is the general wish of the community of Bombay that that service should be conducted by a private company in preference to the Indian Government?—I should think it was.

5971. Sir *J. Hogg.*] It is your impression that it is desirable, and that it is the desire of the East India Company, that the service between Suez and Bombay should be transferred to the Peninsular and Oriental Company, or some other company?—I have understood that the East India Company are anxious to give it up.

5972. Mr. *Plowden.*] You have stated that the fare is very high; did you allude to the passage by the bi-monthly boat?—No.

5973. Not the passage from Bombay to Aden?—No; the passage from Bombay to Suez. I do not know what the passage in the other case is. I believe it is much about the same whether you go by the bi-monthly steamer or the regular steamer.

5974. Can you state the sum paid by each individual, from Bombay to Aden, by the bi-monthly mail?—I do not know what that is, without reference.

5975. You say that they can only carry 30 passengers, two in a cabin?—That is the regular steamer, not the bi-monthly.

5976. By the bi-monthly they cannot carry so many?—The bi-monthly is an arrangement made between the passengers and the captain.

5977. Mr. *Corry.*] Have the two more powerful vessels which you have referred to, been always found to be sufficient to carry on the service between Bombay and Suez, or has a necessity ever arisen for putting on one of the less powerful vessels?—They have another less powerful vessel, but I merely stated that those two vessels were the vessels to be depended upon for anything like certainty and speed.

5978. Lord *Naas.*] But the service is not entirely performed by the "Feroze" and "Adjdah"?—Not entirely; there is a third vessel.

5979. How

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5979. How often does she run?—She runs once in every three months.

5980. Does she run in her turn?—Yes; she runs in her turn, but you do not know what vessel it may be; it may be one, or it may be another of those vessels.

5981. Mr. *Corry.*] Is the speed of that third vessel inferior to that of the other two?—Yes.

5982. Lord *Naas.*] It may be any one of those vessels, in the habit of running between Bombay and Aden, that they may put on?—No; there is another vessel before them.

5983. What is her name?—The "Victoria."

5984. Do you think it would be desirable for the merchants of Bombay, that there should be a regular steam communication, by which they could send light goods to England?—Yes, I think it very desirable that there should be something of the kind.

5985. There is no communication of that kind at present?—No.

5986. *Chairman.*] That is one of the reasons why you think the community of Bombay desire it should be carried on by a private company?—The community generally, I dare say, do not care about the trade of the place, as far as the merchants are concerned; but the merchants of course would be very glad to see a company carrying the mails and passengers which should also accommodate them by carrying light goods, bullion, and so on, at a reasonable sum.

5987. My question referred to the mercantile community?—I beg pardon; I thought you said the public generally.

5988. Lord *Naas.*] I suppose they do not care how it is carried out, so that it is well done, and regular?—No.

5989. Mr. *Corry.*] If there were a railway completed between Suez and Alexandria, do you think much merchandise would go that way?—No.

5990. Mr. *Divett.*] I understand it to be your opinion, that in the event of improved accommodation upon that route it would greatly increase the number of passengers?—That is so, and must be under any circumstances. The passenger traffic is increasing, in consequence of our having these large possessions in the North-Western provinces. Now, all the Bengal passengers come down by way of the Indus, and go home.

5991. If the accommodation be increased, the traffic will still go on increasing?—Yes; what we now want is more accommodation.

Jovis, 3° die Julii, 1851.

MEMBERS PRESENT.

Viscount Jocelyn.	Mr. Corry.
Mr. H. Berkeley.	Mr. Divett.
Mr. Willcox.	Mr. James Wilson.
Sir James W. Hogg.	Admiral Bowles.
Mr. Crawford.	Mr. Wm. Cowper.
Mr. Mangles.	Chancellor of the Exchequer.
Mr. Scott.	Lord Naas.
Mr. H. Currie.	Mr. Plowden.

VISCOUNT JOCELYN IN THE CHAIR.

Captain *Andrew Henderson*, called in; and Examined.

Captain A. Henderson. 3 July 1851.

5992-6004. *Chairman.*] THE Committee understand that you have certain tables, which you wish to put in (*The Witness handed in two Tables, for which see Appendix*).

John Griffith Frith, Esq. called in; and Examined.

J. G. Frith, Esq.

6005. *Chairman.*] ARE you connected in commerce with Bombay?—I am.

6006. Have you been concerned for a long time in the trade of Bombay?—For the last 30 years.

6007. Are you aware of the nature of the requirements of Bombay, with respect to steam communication?—I should say I was.

6008. Can you say how those steam communications have been conducted?—I have known them from the commencement. We obtained, after considerable altercation with the Government of India, I think, the establishment of steam communication by the "Hugh Lindsay," in the first instance. We gradually progressed, and had other vessels; and those vessels at the time were equal, I believe, to anything then going; but the improvements of steam navigation have been so great of late in this country, and other parts of the world, that I think the Bombay line has certainly fallen very much in arrear of what it ought to possess, looking at the character and the wants of the trade connected with it. That is the present view. But were I to look prospectively to what Bombay

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bay is destined to be, from its proximity to Europe, and the intelligent and active population which it possesses, I should think that no impediment whatever should be thrown in the way of giving it the greatest and latest improvements which steam navigation affords.

6009. Are you at present engaged in commerce at Bombay?—I am.

6010. Have you been lately there?—It is six years since I was there.

6011. How did you return to England?—I came by the Peninsular and Oriental Company's vessel part of the way. I went out in the Peninsular and Oriental Company's vessel, and returned from Bombay to Suez by one of the East India Company's ships, the "Cleopatra."

6012. What is the course of post between Bombay and London?—I think it is between 28 and 32 days. It runs I should say, to an average of about 29 days.

6013. Outward and homeward to and from Bombay?—I think it is rather more outward than homeward. I should think the average would be about 29 to 30 days.

6014. Since the establishment of steam communication, has there been a very great increase in the postage between England and Bombay, as to the amount of letters?—Decidedly very great, as most merchants I suppose find, and complain of to a certain extent, as to the amount of correspondence they receive.

6015. Do you consider that Bombay requires a semi-monthly communication?—Yes; it is very desirable, where commerce is concerned, that people should have the latest communication; and consequently in this abundance of letters, of which I speak, all matters of detail are entered upon, to the very latest moment of the dispatch of a vessel. The result is, that he who has the most frequent and the latest communication has the greatest advantage in matters of commerce.

6016. Is there any inconvenience felt in reference to merchandize by the mode in which that service is conducted?—In consequence of the East India Company's vessels declining to receive freight in the ordinary way, merchandize is frequently sent down to Point de Galle, to meet the Peninsular and Oriental Company's ships there, and then it comes down to Suez, by which there is a considerable loss of time. I have brought a memorandum, if I may be allowed to refer to it; a parcel of shawls I will say, which were shipped from Bombay on the 17th of January, did not reach London till March the

the 25th. Again, a parcel shipped on the 20th of March did not reach London until May; now were those to come direct they would reach in about 35 days instead of nearly 70, as here.

6017. That would make a difference of nearly half?—Yes. In one instance we had some goods which came in that way, and the consequence was they were too late for the sale which had been appointed in London, which is a quarterly public sale. The consequence was, we were obliged to make application to the broker to defer the sale for a considerable number of days; ten days or a fortnight, rather than run the risk. This caused great annoyance to the dealers, and to other merchants; we succeeded, however, in obtaining that delay, but at a great annoyance, and consequently we wrote to beg that such might not be the case again, that parties would be more on their guard, knowing the uncertainty which attached to this sort of communication, and send them forward at an earlier period.

6018. Is it true that the trade of Bombay has increased in the last three or four years from the north-west, in such articles as would be likely to bear the freight across the Isthmus?—I should say yes.

6019. In the article of shawls, for instance?—Yes; shawls and such things as are sent; mostly shawls and musk.

6020. Is musk an article of much trade?—No; musk in a small proportion; shawls are the principal things and piece goods.

6021. Do you think they would bear the cost of carriage by steamer?—I do.

6022. Has there been any increase of passengers to Bombay of late?—Yes.

6023. Since the annexation of the Punjaub and Scinde?—I cannot say so distinctly as to what has been taking place the last four or five years; but I should say, there has been a very great increase in the number of passengers. The increase I consider would be much greater were the means of communication more free, because numbers would come from the interior to Bombay, the passage being much shorter, who now go perhaps down to Calcutta.

6024. Do you believe that, by means of freight and passengers, that would be a line which would be remunerative in itself without any Government support?—Not if you took away the mails.

6025. Not without the mails?—I hardly think it would; but I am scarcely prepared to answer that question, because I have

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I have not given it the full consideration which, perhaps, it requires.

6026. There is a line open now between Bombay and Point de Galle, is there not?—Yes.

6027. Carried on by the Peninsular and Oriental Company?—Carried on by the Peninsular and Oriental Company; there is also a Government steamer, which trades between Colombo and Bombay monthly.

6028. That is the Ceylon Government steamer?—Yes.

6029. What is the character of the goods chiefly conveyed by that communication, opium?—Not having been in India for the last five or six years, since the establishment of that line, I can only speak from what I have heard, but I should imagine it is opium; that would be scarcely to Ceylon, but opium would be carried on to China.

6030. You cannot speak of that from personal knowledge?—No.

6031. From your experience in passing between Bombay and England, can you state whether passengers from Bombay to England are satisfied with the mode in which the service is conducted; whether their comforts are such as they have a right to expect, paying the high passage money they do?—When I came by that route, certainly the passengers from Bombay were very much inconvenienced. There were a greater number than could be accommodated; the boats were not competent to receive them all comfortably; many of them slept upon deck, exposed to all the vicissitudes of weather, storms of rain, and a great number of discomforts, particularly in dressing, and so on. Men who had been accustomed to every comfort found themselves deprived of them altogether; in point of fact, they suffered great inconvenience; but, for a moderate number of passengers, there is every attention to comfort which, I think, the vessels are capable of affording. Where, however, the numbers become so great as they have been within the last few years, the vessels then running were quite inadequate.

6032. Are you aware of what the character of the vessels is, which now keep up the communication between Bombay and Suez?—The names of many of them are familiar to me; the "Berenice" and "Atalanta" are two of the old boats. I should think their time has gone by. The "Adjdah" and "Feroze" are the two principal boats which are running for the Government, but they are frigates, which may be sent away from the service in case of war, or anything of that sort, for the transhipment of troops; and, consequently, the Government might substitute

substitute inferior boats from necessity; but where you have such a class of ships as the "Adjdah" and the "Feroze," I should think they are quite competent to anything. *J. G. Frith, Esq.* 3 July 1851.

6033. Will you state what are the principal defects with regard to the Bombay communication which you observed?—As I stated before, we had a great number of passengers, and there was a want of comfortable accommodation, exposing them to all the inconveniences of bad weather on deck; and the officers of the East Indian Navy generally dislike the service of carrying passengers, and are not qualified from that dislike to attend to the minute wants of passengers, in the manner which is usual on board a commercial steamer or packet. That is an inconvenience which invalids and children feel very much.

6034. How would you recommend that those inconveniences should be remedied?—I think that if the East India Company continue to convey passengers, they ought to have a separate branch of service altogether for that purpose, a packet service, conducted by men who are not in the line of service as naval officers. Naval officers, both in the British service and the East Indian Navy, have a repugnance to perform those duties which are necessary to passenger ships. Therefore, I think if the Government continue the line, they ought to have a separate branch of service entirely for the packets, apart from those men-of-war.

6035. You mean, instead of the class of frigates which now perform the service?—Yes; I do not think the present class of ships are commensurate with the wants of the public. They ought to be steamers of a first-rate character, such as are now in use between this country and America, vessels of five, six, and seven hundred horse power.

6036. Do you think it is for the advantage or disadvantage of the commercial public that the communication should continue in the hands of the Government of India?—If they were to put on the class of vessels of which I speak, and to take goods and passengers in the same way that the ordinary steamers do, I should think that it would be just as advantageous then to the public as if in the hands of any other company. But you want a distinct line of boats attached to the commercial service and the commercial wants of the community altogether, and not liable to be interrupted by the vessels being sent away to serve as men of war.

6037. Would that service being performed by a private company be satisfactory to the community of Bombay?—I should

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should think it would be satisfactory if the wants and requirements of the Presidency were met.

6038. But, probably, you think they could be equally well met by the steamers of the Indian Government?—Yes; the Government would have a more powerful control, and be exempt from the operation of caprice, which a great public company would not be able so effectually to accomplish.

6039. Do you believe that you would be as secure in the hands of a great public company, where no competition existed, as you would be in the hands of Government?—I should like to see competition as the means of checking any attempt at monopoly.

6040. How do you consider that competition might be effected?—If another company were established, and some stringent rules and regulations for preventing amalgamation were adopted, I think that might remedy the evil to a certain extent.

6041. Do you think that by any rules which the Government could lay down amalgamation, or at all events, an understanding between the two companies, could be prevented?—I think it is impossible to prevent anything of that sort, if there is the intention. I think it quite impossible, except an Act of Parliament were to legislate as to the maximum fares and rates to be charged, which I suppose could not be gone into.

6042. Do you think that it would be desirable for Parliament to regulate the maximum fares?—They do it in case of railways.

6043. But if they regulated the maximum fares, would not they be likewise obliged to regulate the character of the provisions, the food, and everything required by passengers on board a vessel?—Those circumstances would certainly be quite uncontrollable, I should say, by any legislative enactment.

6044. Do you think that competition would be the best mode by which the object could be effected?—It is generally supposed to be so; and I am of that opinion.

6045. With your knowledge of the commerce of that part of the world, do you consider that there is sufficient trade to maintain two lines a month, in the hands of two companies?—I should think the public would derive a benefit; but I do not think the companies would experience any great advantage; in point of fact, it would reduce the emoluments of the present company, and it would be questionable as to the returns the opposing company would gain.

6046. Mr. *Crawford.*] Supposing the opposing company have gone into calculations of their expected profit and loss, would

would you be disposed to impugn those calculations without examining them?—Certainly not; I am merely speaking at hazard.

6047. Viewing this question of the communication between Suez and Bombay purely as a commercial question, do you think it is sufficient to satisfy the requirements of the trade of Western India at present?—Certainly not.

6048. I suppose we may take it in commerce as an axiom, that there are certain goods which will afford to pay steam freights?—That is the case.

6049. Bullion, and such goods as shawls, and a variety of light and highly manufactured articles going out for the use of the European community in India, would there be, in your opinion, a considerable traffic in that description of goods, if the public had the benefit of forwarding them, *viâ* Egypt, to India?—Decidedly there would be so, I believe.

6050. Are you aware of the nature of the bill of lading which the pursers of the company's vessels give upon receiving such goods as they can receive on board?—No; I am not.

6051. Are you not aware that those bills of lading, prescribed by the regulations of the company, exclude the liabilities to which carriers are ordinarily subjected?—I am aware that that is one of the regulations upon which freight is carried out. I speak from recollection of the state of things when I was in Bombay. I do not think it has been altered since.

6052. That is to say that the pursers do not sign an ordinary bill of lading; but a bill of lading prescribed for the use of the public by the East India Company?—Yes; more in the shape of a receipt, if I remember rightly, than a bill of lading.

6053. By which the ordinary liabilities of carriers do not attach to the East India Company?—Exactly.

6054. Consequently the commercial public have not the full benefit of those vessels as carriers of goods and merchandize?—Certainly not; because it is optional with the commanders to admit them; the commanders may decline to take freight or passengers, if they please.

6055. Are you aware of any large quantity of silver having been sent out lately to Bombay?—I am.

6056. Which way did it go?—To Point de Galle, by a vessel of the Peninsular and Oriental Company.

6057. How did it go on from Point de Galle to Bombay?—I think it went up in one of the Peninsular and Oriental Company's vessels also.

6058. Had it to wait some time at Ceylon?—That I am not prepared to say; but very likely it waited till the China vessel

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came. Specie sent direct to Bombay on the 20th of January 1851, arrived on the 23d of February, that was by the East India Company's vessel; and specie, *viâ* Ceylon to Bombay, sent out on the 20th of March arrived on the 18th of May.

6059. What freight was charged?—Two per cent. on the net value.

6060. Was that on the treasure that went round by Ceylon?—Yes.

6061. You mentioned some as being shipped direct from Aden to Bombay?—That paid two and three quarters per cent.

6062. So that the direct route was three quarters per cent. more expensive than the circuitous one?—It was.

6063. Is not three quarters per cent. a considerable item in the estimation of the profit or loss of a bullion remittance?—Very large.

6064. Then the operation of this practically has been to exclude the public from availing themselves of the shortest means of communication?—Yes; but that is not the only evil attending it; you must wait a month; and when treasure is sent out in that way, the expedition with which it arrives at its destination may be of immense importance to the parties to whom it is sent.

6065. With regard to the communication between Suez and Bombay, is it your opinion that the East India Company have kept up to the improvements of the day, or that such improvements as they have introduced have been exacted from them by the demands of the public?—They have not kept up with the improvements of the day most certainly; and moreover, I think that most of the improvements which I have observed in connection with India, have by degrees been forced from the East India Company.

6066. By the public wants?—Yes; I think so.

6067. In which steamer did you return from Bombay to Suez?—The "Cleopatra."

6068. How many fellow passengers had you on board?—It is so long ago, I can hardly say.

6069. When was it?—In February 1844.

6070. Was the steamer very full?—She was very full; crowded to excess; and the passengers sustained great inconvenience in consequence.

6071. My experience leads me to put this question to you: was the private accommodation, if one may so term it, on board a steamer of that kind, such as would be expected?—No.

6072. I mean

6072. I mean the private retiring accommodation?—No, certainly not; very inferior. There is a great deal of discomfort, and publicity, and inconvenience, which you do not experience in other vessels.

6073. They are situated in the paddle boxes, I think?—I think they are.

6074. That is to say, *in conspectu* of the whole body on deck?—I think there were some below at the same time; but it is so long ago, that I can scarcely recollect that particular subject; but, however, the arrangement was one producing inconvenience.

6075. Sir *J. Hogg.*] Have you been in Bombay since 1844?—I have not.

6076. You think that the present accommodation for the commercial public between Bombay and Suez is inadequate?—I do.

6077. To the wants of the public?—Yes.

6078. Is it your opinion that the traffic is sufficient to maintain and to remunerate the proprietors for a regular communication twice a month between Bombay and Suez?—I have answered the Honourable Chairman before in the negative; but I must candidly confess that my attention has not been directed to that point much, and therefore I am unable to give a very decided answer to it.

6079. The speed maintained between Bombay and Suez, and also between Suez and Calcutta, is, I believe, inferior to the speed maintained by the improved steamers crossing the Atlantic?—It was when I travelled in one; I am, of course, not competent to speak now from personal knowledge.

6080. It is your opinion that the recent improvements should be introduced between Suez and Bombay, and that there should be ample accommodation for the public?—Most decidedly. I say, from my knowledge of Bombay, and from the importance of the settlement, that it ought not to be kept back in the slightest way; no impediment whatever in its improvement ought to be exhibited; on the contrary, every facility should be afforded.

6081. Provided the steamers are good, and perform their service in a proper manner, and the accomodation be such as it ought to be, I presume the people in Bombay, or the people in this country, are very indifferent by whom that service is performed?—Yes.

6082. During your residence at Bombay, if there were any failure as to time, or any well-grounded complaints as to the treatment of the passengers on board the steamers of the East

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India Company, running from Bombay to Suez, it would be, I presume, a matter much talked about at Bombay?—I should say it would.

6083. Can you call to your recollection any memorial or representation that ever has been made to the Government of Bombay, or to the Court of Directors, by any part of the commercial public of Bombay, or by any passengers, complaining that their treatment has been improper; that the accommodation has been insufficient; or that the steamers have not performed their service within proper time?—I cannot call to recollection any; but I can call perfectly to recollection general discussions, which used to take place as to the inconvenience attending being on board a ship of war, which these steamers were, when first established, considered, and they were under naval regulations. The consequence was, that passengers were put at times to serious inconvenience, and exposed to caprice, if the officers were inclined in any way to indulge in it, and they had no redress; but I never heard of any great complaint, for the people were so overjoyed when they got to the end of their journey, that they were not inclined to recur to the inconveniences which they had sustained on the passage.

6084. But you cannot bring to your recollection any memorial, complaining on that subject, that was ever presented to the Government or to the Court of Directors?—I know of no pointed instance of the kind; I have not directed my attention to it.

6085. When there are 40 or 50 or more people on board, I presume you will always have, and are pretty sure to find, some grumblers among them?—No doubt you will find that, but I am speaking from my own personal knowledge. I have been several times on board the company's steamers and a great amount of inconvenience has been experienced.

6086. I believe the Peninsular and Oriental Company treat their passengers very fairly and very liberally?—I have sailed in their boats and have received great attention, I must say, from the very first; and I have also travelled by the East India Company's boats and received the greatest attention there, so that I can have nothing to complain of myself on that subject.

6087. I believe the East India Company have not escaped divers animadversions and representations of grievances now and then?—No; but there was a greater degree of familiarity with the officers of the Peninsular and Oriental Company; a man feels more at home on board a commercial steamer, under such arrangements as apply to them, than he can on board a

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man of war; there is always a certain degree of restraint in the latter case. *J. G. Frith, Esq.*

6088. Are you aware that there is a distinction in the service between Bombay and Aden and the service between Bombay and Suez?—I am not aware of that; it must have been since I left India. 3 July 1851.

6089. Then when you left India, as far as your knowledge goes, the service on board the war steamers, between Bombay and Aden, and the service between Bombay and Suez, were one and the same, conducted in the same manner?—They were so.

6090. Mr. *H. Berkeley.*] If I understand your answer correctly you think that the public would feel themselves more comfortable, more as if they were in a floating hotel, on board a steamer of a private company, than if they were in a steamer of the Government of India?—Yes, if they were well regulated.

6091. That they would receive more comfort in such a vessel, the attendance on the part of the servants would be more at their command and better?—I think it would be so. On going on board a commercial steamer, like one of the Peninsular and Oriental Company's vessels, you have every convenience prepared for you; all you need take is your carpet bag or portmanteau, which is sufficient for a man to go out to India and return, for his bed and sheets are provided for him and everything he requires.

6092. You think the public in general would feel in that way, that they would prefer the Government of India to be out of the question, and the matter to be competed for by rival steam companies?—That is my impression.

6093. Sir *J. Hogg.*] At the time you are speaking of, when you were in Bombay, were berths, and bedding, and so forth, found in the company's steamers between Bombay and Suez?—No.

6094. You are speaking of the time when none of these accommodatious and conveniences were found?—Exactly; in some few of the cabins there were berths, but the majority of the passengers accommodated themselves on deck, in the best way they could.

6095. It was not the usage at the time you are speaking of, for the steamers of the Government plying between Bombay and Suez, to have berths and bedding and such accommodation for every passenger?—No, certainly not, for every passenger; there might have been for a few.

6096. Mr. *Crawford.*] Have you seen me in Bombay?—I have occasionally.

6097. During the time that you and I resided together, was not

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not the question of accommodation and treatment on board the company's steamers a matter of every day discussion on the arrival and departure of these vessels?—I think I have stated so already.

6098. I mean to say, that though no memorials were written, or if written, not sent in, or if not sent in, they went no further, still that there was great satisfaction on the subject, and that that dissatisfaction was on the lips of every body as a matter of conversation extending over a great period of time?—Yes; I have no knowledge of any memorial being sent in, but I can state that memorials were determined upon, and I should be inclined to believe that memorials were sent in; but they never came to my knowledge, for I had other things to look after rather than that; but I have a memorial here addressed to the Admiralty.

6099. Mr. *Plowden.*] If dissatisfaction was expressed by the inhabitants of Bombay in public, is it not your opinion that memorials would be forwarded to the Government?—Yes; in the ordinary course of duty I should suppose they would be immediately forwarded; I never knew the Government remiss in attending to matters of that sort.

6100. But you have stated that no memorials have ever been presented?—Not to my knowledge; I stated that.

6101. *Chairman.*] What is the memorial which you have got in your hand?—This is a memorial sent in 1849 to the Lords Commissioners of the Admiralty; it contains the principal grounds of complaint of which I have been speaking now.

6102. Mr. *Mangles.*] Have you had much experience on board passenger ships?—I have been to sea off and on from 15 years of age.

6103. Backwards and forwards to India?—Not always to India, but in the merchant service, and the navy of India.

6104. But have you been much backwards and forwards to India?—I have been out four times, the overland route.

6105. Is it not your experience, with respect to what is called grumbling and growling, that those who are the greatest grumblers about food and so on, are those who have the least comfort and luxury at home?—I cannot say that; for the persons I have heard complain, have been the officers of the East India Company's service, and officers connected with the civil service, and officers of cavalry and artillery, who have been obliged to lie down on the deck, and make their own beds, exposed to the sea breaking over them.

6106. *Chairman.*] Will you state what that memorial is?—A memorial

A memorial addressed to the Lords Commissioners of the Admiralty.

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6107. Sir *J. Hogg.*] By whom?—By the inhabitants of Bombay, signed in the month of February 1849.

6108. *Chairman.*] Will you read the most important part?—The whole of it, I think, will require reading: "The memorial of the undersigned inhabitants of Bombay, humbly sheweth, That the present steam communication between this port and Europe is most inconvenient to the public, and is attended with great expense, which your memorialists believe can be much reduced by a different arrangement, and by placing the mail service under contract to a trading company. That the other Presidencies of India, the Straits' settlements, the colonies of Ceylon and Hong Kong, derive great benefit from the steam contract held by the Peninsular and Oriental Company, which is denied to the inhabitants of this part of India, in consequence of the packets to Aden and Suez being still in the hands of Government, and this not only with much detriment to the local public, but also in a pecuniary sense at a positive loss to Her Majesty's Government, as well as the Government of India." I should mention to the Committee, that I did not sign this memorial, nor was I privy to its being got up, it was merely placed in my hands within the last few days. Much that is in it I concur in, of course. "That the officers commanding the vessels of the East India Company refuse to grant receipts of any kind for parcels received on board the steamers, or to recognize in any way the shipment of goods, the conveyance of merchandize being strictly forbidden. Articles of value are, therefore, sent with extreme reluctance, as no one is responsible for them, and no record is taken of parcels so transmitted. That besides the refusal to grant receipts for packages, the freight charged from Suez to Bombay is about one half higher than that from Suez to Galle or Calcutta; 12 rupees per cubic foot, or rupees 480 per ton. Anything in excess of one foot being charged as two; any case or parcel beyond two being charged three, and so on, is almost prohibitory. Books, pamphlets, and periodicals, maps, and pictures, watches, scientific instruments and trinkets, with a few exceptions, and a vast variety of valuable articles, which would be transmitted overland, were the charge at all reasonable, are by these exorbitant rates almost excluded; whereas, to Calcutta, and the other ports, a vast amount of these articles, and of other merchandise, are conveyed by the Peninsular and Oriental Steam Navigation Company's vessels, which company charges no more than rupees 250 a ton. The whole

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freight from Bombay to Southampton on merchandise is 60*l.* per ton; from Calcutta it is 25*l.* The charge of the Peninsular and Oriental Company for conveying treasure from Bombay *viâ* Galle to Southampton, including the transit through Egypt, is two and a quarter per cent." Since that, it has been two per cent, as I stated to the Committee. "The East India Company's officers charge, to Aden only, on gold three-fourth per cent.; on silver one per cent.; to Suez only, on gold one per cent; on silver one and one quarter per cent.; so that shippers of bullion from Bombay to Southampton find it cheaper to send it *viâ* Galle, although a detention of one month is thereby entailed, rather than by the direct boat to Egypt." There the great evil lies, with respect to specie remittances. The delay of a month is of very serious importance, for more reasons than the mere pecuniary loss. "That the rates of passage from Bombay at present are, on the 3d of the month, for a single cabin and table money by the East India Company's steamers to Suez, rupees 700; transit through Egypt, rupees 120; Alexandria to Southampton by the Peninsular and Oriental Company's steamers, rupees 400; total rupees 1,220. On the 17th of the month, to Aden by the East India Company's steamers, rupees 250; from Aden to Southampton, by the Peninsular and Oriental Company's steamer, including transit, rupees 780; total rupees, 1,030; making a difference of rupees 190, or 19*l.* sterling; the passengers having moreover by the East India Company's vessels, to find themselves in bedding, &c.; and cabin furniture, which is utterly useless, both at Aden and Suez, making a considerable item in the expense, especially for families. That the present system of communication is very inconvenient, parties having to exchange steamers thrice on the way to England; whereas the Calcutta and Madras passengers exchange at once into steamers set apart entirely for their use. That in the event of passengers leaving Bombay by the bi-monthly steamer, they are often obliged to take deck passage from Aden to England, owing to the Calcutta ships being full; moreover the bi-monthly vessels from Bombay are steam frigates, offering no other accommodation than the deck, and occasionally, if required for Government purposes, passengers are refused altogether; the Government always retaining the option of granting passages or otherwise. That from the situation of Bombay, and the opening of the River "Indus," it must become the thoroughfare for the north-west of India. The civil and military stations in its proximity and on the Malabar coast are officered and garrisoned from Madras,

Bombay

Bombay offering a much shorter and less expensive route than *viâ* Madras; the claims therefore of your memorialists to be placed on the same footing as the sister presidencies, are not limited to this port only, but embrace a very extensive portion of British India. That your memorialists have been given to understand, that proposals have been made to Her Majesty's Government to relieve them of the whole mail service to and from Southampton and Bombay, at a far less cost than that upon which the present system is conducted. That the duty of the ships of Her Majesty's service, as well as that of the ships of the Indian Navy, are of such nature as to preclude passengers from many of those comforts desirable in making a long voyage, especially in passing through the excessive heat of the Red Sea, and between the tropics, and so indispensable in the case of invalids that a voyage round the Cape of Good Hope is commonly resorted to rather than be subjected to the present wretched accommodation overland. And your memorialists therefore pray that your Lordships will see fit to remodel the system, and remove the restrictions under which the community of this side of India now labour. Signed by *W. W. Cargill*, managing director, Oriental Bank. The bankers and many influential parties in Bombay."

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6109. Was there any reply to that?—I am not aware.

6110. Sir *J. Hogg*.] What is the date of that?—February the 16th, 1849.

6111. Do you know anything of how that memorial was got up, or anything of its history?—I do not.

6112. Do you know whether it was presented to the Lords of the Admiralty, and by whom, and when?—I do not.

6113. Then, in fact, you know nothing about it?—I know nothing about it. I have submitted it to the Committee as a document laid before me a few days back; there are many points in it in which I concur, and some in which I do not.

6114. Where did you get it; who gave it to you?—It was sent to me by a gentleman. I do not know that I am bound to mention his name.

6115. No; only as you have a paper in your hand which you seem never to have seen before, and which you know nothing at all about, either as to its original inception or subsequent history, I want to know where you got it?—I can have no hesitation in saying that the gentleman who signed it originally, Mr. Cargill, gave it to me.

6116. You do not know of your own knowledge whether it was ever presented to the Admiralty?—I do not.

6117. And

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6117. And if presented, whether any answer was ever given to it?—I do not.

6118. Or whether any copy of it, either by the memorialists or the Admiralty, was sent to the East India Company?—I stated, in the onset, my entire ignorance of the document.

6119. So that, in fact, you are merely made the medium of transmission, for placing this memorial before the Committee?—It was not intended that I should do so, and I never thought of introducing it till the question from the Chairman was put to me.

6120. *Chairman.*] You have read that paper as showing many opinions in which you yourself concur?—Certainly; it was merely introduced in consequence of some questions put to me in course of examination. I merely referred to it for the purpose of refreshing my memory.

6121. Sir *J. Hogg.*] You could not refresh your memory from a matter which you have never seen before?—Not the paper; but I have experienced many of the facts detailed here, and the memorial calls them to my recollection.

6122. February 1849 is the date of that document, and it refers to an offer having been made to relieve the Indian Government from the pressure of this service. Now, as the gentleman who signed that memorial seems to have been aware of that offer in February 1849, were you in February 1849 aware that any such offer or proposal had ever been made?—I was not.

Captain *John Henry Wilson*, called in; and further Examined.

Captain *J. H. Wilson.*

6123. WILL you state to the Committee what portion of your evidence, which you gave before them, you wish to explain?—I wish to explain the opinion I gave as to the employment of Indian naval officers. When the question was put to me I was cut short rather by the cross-questioning being commenced so quickly. The question was put to me in a manner to elicit from me the admission that the feelings of the officers in the Indian Navy were, as a body, inimical to the performance of these duties. I believe my answer was to the effect that they were not, as a body. There might be some of them; I should not dispute for a moment that; with some of them, perhaps with many of them, it might be the case; but the officers of the Indian Navy number about 208, and when I proposed, or suggested, the idea of the East India Company establishing a line of communication on a totally different system to what it has been, or is, I, of course, never contemplated

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plated the indiscriminate imposition on the officers, as a body, of duties to which their feelings might be inimical. I contemplated the establishment of a totally distinct system for that purpose, and knowing the service as I do, I am certain it would be perfectly practicable for the East India Company to establish the service in the manner I proposed. For instance, that if it should be promulgated to the service, that the East India Company intended to set on that line three vessels, which vessels were to be victualled, rigged, equipped and regulated, expressly for the performance of those duties, that is to say, the carriage of passengers, freight, and anything else that might be required; and, at the same time, they should be told that no officers would be put upon it but those who volunteered to the service, the company confining themselves to the lieutenants' list, not imposing those duties on the commanders or captains unless at their express desire, and that officers who once volunteered to this service should be, at their own option and wish, kept distinct for this service; a competent inducement should be held out to lieutenants taking charge of these vessels, that they should, for the duties they would perform by conducting this service, receive a proportionate remuneration, a commander's allowance; and that the inferior grades also would receive a consideration.

6124. Mr. *Divett.*] Then you contemplate a system totally distinct from the present one?—Totally distinct. I never intended to speak of all the officers indiscriminately, and to take any man whether he liked the service or not. If such a general order as I have alluded to was promulgated to the service, I am quite sure that, instead of finding any difficulty to get enough officers, the only difficulty would be to select, without apparent injustice, the small number required from the great number of volunteers you would have.

6125. Mr. *Crawford.*] Then you would make it a service of preference, in point of advantage to the officers engaged in it?—No; it would be a point of feeling. To those whose feelings were inimical to the performance of such duties, it would not be a service of preference.

6126. Why do you suppose there would be such a preference for that service by the officers of the Indian Navy, unless some advantage were held out to them?—I do not suppose there would be with all a preference; that is the very thing. The great source of dislike to this service now, by the Indian navy officers is, that they are frequently changed from one position to another; one day they are under a relaxed system as a packet, and the next day the vessel is employed as a frigate,

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frigate, and then they have to brush up and exercise, and are required to go through all the routine of a man-of-war.

6127. Is not that the best argument against using them for that service?—No; because I would establish a branch of service distinct for the performance of that duty. I do not give the whole arrangement in detail; I merely suggest the outline. I suggest that those officers, when once employed in those vessels, and that bears upon the remark which I have just made about changing backwards and forwards, should not be removed from them except at their own wish; that they should rise in those vessels, and as they would naturally by habit be fitted for the performance of those duties, they should come to the command of those vessels from being so employed, and rise by seniority in those vessels as the commissariat officers do in the army.

6128. How long is it since you were in the service?—I retired in 1838.

6129. Then do you speak of the feelings of the officers in the service, from the experience you had as an officer in that service, which terminated 13 years ago, or if not, from what source do you derive the impressions you have now?—Although my service terminated 13 years ago, all intercourse with the officers in the service has not terminated since that time. I have also a son in the service, so that I have opportunities of learning their feelings on the subject. Only a few months ago my son wrote to me, and said he had been employed on the packet service, and complaining, not that they were so employed, but that they were to be taken from that duty, and to be fitted out as a frigate, and to muster and exercise at quarters, and revert to all the routine duties of a man-of-war.

6130. *Chairman.*] The effect of your proposal would be to establish two different services altogether?—Not two different services.

6131. If you say that you propose the officers to be employed solely in that peculiar service, and to rise in that particular branch of the service, of course it comes to that?—It would be like the Indian military service, in which a commissariat officer rises in the line, though detached on particular duty; it would be the same thing; they would rise to the command of those vessels by seniority in them, while they would also rise in the line list in the several grades of the service. It would be no more a distinct thing than the commissariat in the armies of the three Presidencies. A young officer, when appointed to the commissariat, rises in the Commissariat Department from a junior to the highest rank; he performs

performs duties as little consistent with the ordinary notions of a soldier's duties in the commissariat as the officers of the Indian navy would in undertaking these duties in steam packets perform; just as little in accordance with their supposed feelings; but you do not find any difficulty in getting officers for the Commissariat Department.

6132. Mr. *Divett.*] You contemplate by this arrangement a service under the control of the East India Company of a commercial kind, quite distinct from their war marine?—Not distinct in one sense, the same officers rising in the general line of the service, but coming to a particular command in the packet line. There would be only three passenger vessels required for that duty. To officer those three vessels you would require only 27 officers, whereas the Indian navy consists of 208 or 209 officers.

6133. Should you contemplate bringing up young officers in that commercial service, and then putting them into the military service of the East India Company?—No; certainly not; you would draft those who were willing from the military service into this service.

6134. You would draft those who were willing from the military service to the commercial services?—You may call it the commercial service if you please.

6135. What do you call it?—The packet service.

6136. Do you contemplate in that packet service giving accommodation for carrying goods and merchandize?—I contemplate that those vessels shall be every thing that the commercial community or the private individuals forming part of the community could require; that they should be in every respect what is required of such vessels.

6137. In fact, you contemplate a perfect commercial service?—To form quite a perfect packet service. I would have them do, in a word, what the Peninsular and Oriental Company's vessels do.

6138. How would that suit with the present position of the company, with reference to their charter?—I am not a lawyer, and cannot say. But as it is generally understood that the discussion of their charter is coming on next year, I think that the Chancellor of the Exchequer, when there are so many thousand pounds paid more yearly than need be paid to a private company, not only in the East but in the West too, may think it worth his while, perhaps, to consider whether it is not of sufficient importance, if it is not consistent with their present charter, to except the communication with

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Suez, by introducing a clause to that effect from the general prohibition, if such there be.

6139. Then you would recommend as a matter of policy that when the East India Company's charter comes under consideration again by the House of Commons, commercial dealings which are prohibited by the existing charter should be allowed under the new charter?—Not generally; but there should be that exception. I do not know that this is a commercial dealing. I merely say that in this one point, the communication between India and Suez is so important, and for which so much Government money has been unnecessarily paid away, that I think Government might find their account in making an exception as to that particular communication.

6140. Mr. *Corry.*] I understand that your views are, that these vessels should be in the strictest seuse of the word packets, and that they should not in the occurrence of any emergency be taken as men of war?—Never to be detached, but devoted to the packet service.

6141. What object do you think the Indian Government have in keeping that service in their own hands, instead of leaving it to a private company?—I do not know of any particular object. I merely think they would perform a very important public service, if they did so. I think it very probable that, if the Government appealed to them to perform that service, it is possible they might undertake to do it.

6142. Is there any reason which you can suggest why that service should not be performed by a private company, instead of by the East India Company?—Because I do not believe it would pay two companies, without you paid them many thousands more than you ought to pay them.

6142*. If the East India Company retired from the service you would not have two companies?—Of course, in that case, there would be no option.

6143. In that case might not the service be as well performed by a private company as by the East India Company?—It cannot be so well performed unless you pay private companies more money than should be paid

6144. Sir *J. Hogg.*] You have already said that when this service was first commenced, the East India Company allowed all the officers of the Indian Navy who did not like the packet service, to retire from their service upon very liberal terms?—They did.

6145. Then those who did not retire directly, assented to the performance of this service?—Certainly they did, tacitly.

6146. And

6146. And all those who have entered the service since, have entered it with a distinct knowledge of the service they would be called upon to perform?—They certainly have.

6147. You say you have kept up your communication with officers in the Indian Navy; have you heard officers complain of having been required to perform this service?—I believe there are a number of officers who dislike the duty, but that is referable in most cases to peculiar circumstances; for instance, the arrangement under which the packet service has been carried on, has involved the necessity of the captain providing the table.

6148. I am speaking of the service between Bombay and Suez, where the captain has nothing to do with that?—I think that the arrangements on that line have changed from time to time.

6149. The captain has nothing to do with the table in that case?—But changes take place very frequently in the service, and an officer who has commanded a war vessel, has his cabin fitted up comfortably; he has everything about him arranged permanently for his comfort, with a routine of duty to which he is habituated, and he is suddenly put into one of these vessels under a totally different system and circumstances, and he does not like it.

6150. He would rather remain in the same vessel?—He would rather remain in the same vessel.

6151. He would rather select his own line of duty?—Yes.

6152. Do not you think that an officer in the navy could select a station which he would like better than the coast of Africa?—Certainly.

6153. But still he must do his duty and go where he is sent; he has no right to grumble?—Yes; we generally so consider when an officer enters the public service. I wish it to be distinctly understood that I mean by this proposal no half-and-half war vessels, but vessels built purposely, and in every way regulated, fitted, and provided to carry passengers as the Peninsular and Oriental Company's vessels do.

6154. Mr. *Divett.*] You think that the carrying this is so important that you would make an alteration in the terms of the charter, in order to carry it out?—Limiting the remark to that communication, I merely say that if the Government would give the matter that consideration I believe it to be entitled to, it might be worth while their excepting that line of communication from the regulations and restrictions.

6155. Sir

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6155. Sir *J. Hogg.*] Am I to understand that you have given or that you consider yourself competent to give to this Committee a legal opinion as to the existing law with reference to the power of the East India Company to carry any description of goods, parcels, or merchandise?—Certainly not. I believe I commenced my reply by saying I was no lawyer, and that I could not give an opinion upon that point.

Martis, 15° die Julii, 1851.

MEMBERS PRESENT.

Viscount Jocelyn.	Mr. Corry.
Mr. Willcox.	Mr. Divett.
Sir James Hogg.	Admiral Bowles.
Mr. Currie.	Mr. H. Berkeley.
Mr. Cowper.	Mr. Mangles.
Mr. Plowden.	Mr. Scott.
Mr. James Wilson.	

VISCOUNT JOCELYN, IN THE CHAIR.

Colonel *Edward Archer*, called in; and Examined.

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6156. *Chairman.*] YOU are a Colonel in Her Majesty's service?—I am a Lieutenant-colonel in Her Majesty's service.

6157. You have property in the Mauritius, I think?—I have been concerned for property very largely there latterly.

6158. Have you lately returned from the Mauritius?—I returned by the last steamer *viâ* the Cape, reaching England yesterday week.

6159. When did you last go out?—In October last year.

6160. How did you make the passage out?—I went to Alexandria and across the Isthmus, and by one of the Peninsular and Oriental Company's steamers to Ceylon; and from thence I found my way, in the best way I could, to the Mauritius, which I left on the 12th of April last, by way of the Cape, hoping to catch the April monthly steamer from the Cape, which I was not so fortunate as to do.

6161. Have you frequently visited the Mauritius?—I have, on several occasions.

6162. And

6162. And you have been several times to India, and returned?—I have.

6163. Has your attention been much called to the mode in which the communications are conducted between England and India?—It has been a subject of interest with me for the last 12 years, I may say.

6164. Is the last voyage to which you have alluded the only passage which you have made in the Peninsular and Oriental Company's steam-boats?—The only one has been from England to Alexandria, and the subsequent route from Aden to Ceylon.

6165. Have you ever been in any vessels belonging to the Indian navy?—It is a very long while ago since I saw them; but I never made any passage in them.

6166. Can you state to the Committee the mode in which you think the service is conducted at present between England and India?—I think it could be very much improved, from the knowledge which I have of the communication in general, and as conducted by steam particularly. I should unquestionably say, that it could be very much improved; very much expedited, as regards what we more particularly term the public service, and more conveniently carried out with respect to the public at large; that is my firm opinion.

6167. Do you recollect the average rate of speed at which the voyage was maintained by those vessels?—I can assure the Committee that, in the voyage from Suez to Ceylon, performed from the early part of November until the 26th, from the moment we left the anchorage at Suez till the arrival at Ceylon, I believe, without any exaggeration at all, a jolly-boat would have sailed by the side of the ship with as much safety as was the case with the steamer. We were all that time on the passage; and the reply was that it was the Parliamentary pace, and that it was quite sufficient for those on board.

6168. Do you know what the contract rate of speed is?—Eight knots, I believe.

6169. Did they maintain that speed?—Not thoroughly, I should imagine. I had not access to the log, and therefore I cannot speak with the accuracy which I ought, and which the subject demands; but I should certainly think not eight knots throughout.

6170. Do you believe that they were doing all in their power, and working the vessel up to her full power?—That I cannot say, for I was not very well on the passage myself, and was unable to move very much about the ship; still

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I am perfectly competent to judge of the amount of celerity, and so forth, which there might or might not have been; and I do not think that the ship was of such a character, either from her build or from the mode in which she was rigged, as to promise a greater speed, which would have been very desirable.

6171. What vessel were you on board?—The "Haddington."

6172. Mr. *Willcox.*] At what date did you embark?—I think it was the 6th of November, from Suez, as well as I can recollect.

6173. When did you arrive?—The 26th, at Galle.

6174. *Chairman.*] As to the convenience for passengers on board, were the arrangements comfortable?—I myself was exceedingly fortunate under the circumstances in which I was placed, but as regards most of the passengers assuredly not. I was a very fortunate person, otherwise perhaps I should not have been here to have told the Committee. But for the general convenience of the passengers she was exceedingly faulty.

6175. In what way do you mean?—As to the want of space for the number put on board, and the almost, I may say, utter absence of sufficiency of air.

6176. Ventilation was wanted?—Yes, ventilation.

6177. How many passengers had you on board?—I think there must have been, from what was told me, 130, if not more.

6178. Mr. *Willcox.*] Including servants?—No.

6179. Do you mean to say that she had 130 first-class passengers?—One hundred and thirty passengers; that must have been including some few servants; but the party was obliged to be divided into two to dine; that is sufficient to show you the numbers.

6180. *Chairman.*] How many can dine at a time?—I should suppose perhaps 80 it might be possible to squeeze into the accommodation.

6181. Is the ventilation bad in the cabins on the main deck?—No; they are better, I think. There is little to find fault with in the cabins on the main deck, with the exception of the great noise, and so forth; but as far as I saw upon the main deck, certainly not; they are perfectly good. I should not desire better.

6182. What was the state of things as far as food and other matters were concerned?—That was very bad indeed; exceedingly bad; so much so as to call forth from the whole

of

of the passengers a remonstrance on their part, complaining of the exceedingly ill-treatment which they had suffered. It is a matter of public notoriety. It appeared, I believe, in all the newspapers.

6183. That was from Suez to Ceylon?—That was from Suez to Ceylon.

6184. All provisions and necessaries for the ships are taken from Calcutta to Suez, I believe, and carried on board the vessels; there is no fresh meat to be obtained at Suez?—Not at Suez; but at Aden they procured sheep to my certain knowledge, because they were on board.

6185. But, however, I suppose that the food is not expected to be as good on the return passage as on the homeward passage from India?—In my experience, which has not been by any means a small one, in sailing about to and fro on the high seas, I do not see that there is the slightest reason why the food should not be as good one way as the other; not the slightest.

6186. I believe the other portion of the line between Alexandria and England is the most comfortable?—Far more so, but we have climate there in our favour; still there was much to be desired there in point of ventilation, and as to the number of passengers, which is occasionally too large, independently of the aggregate number being a very large one, there is a sort of intercourse in a cabin of five or six persons, whom one has never seen or met before, which makes it very uncomfortable. Not so was the case, to my recollection, with the West India steamers. I have had a great deal of experience with them, having been in the course of my duty on board of them several times, and the cabins were single, which was a very great recommendation; however small it may be, a single cabin is better than a double one.

6187. Are there many cases in which there are five or six persons in one cabin?—Certainly.

6188. From the attention you have paid to the subject, and your knowledge of the wants of India generally, do you believe that a semi-monthly communication could be maintained upon that route?—I should imagine, certainly. However, that perhaps would be a subject for persons who have been more recently upon the spot than I have; but I should certainly imagine so, because if I find that one line of ships is crammed by an overwhelming number, I conclude that they will still go although there should be two ships to go by instead of one. I think there is infinitely too much traffic to be taken by one with any sort of comfort.

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6189. Besides the number of passengers, do you remember whether there were any goods conveyed by the vessel on board of which you were?—The principal commodity, if I remember rightly, was opium, which we took in at Malta.

6190. Going to China?—Going to China.

6191. Will you state to the Committee the views which the Mauritius people have entertained as to a communication between the Mauritius and England?—They have been very desirous of a quicker communication than at present exists. At this moment, I may say we, because I have had something to do with that part of the world, have suffered very much from occasional misgivings of the present route by Ceylon. The letters go to Ceylon, whence they are brought by sailing vessels monthly; but occasionally a vessel is retarded on her voyage, and she fails, and the two mails come together. They have been very desirous of an improved communication, and when I arrived in the early part of January, they were in the full expectation and belief, I may say, that it would speedily be put upon a proper footing, and verily believed that I had come there for that purpose, because I happened to be known to a house of business which had made an offer to the Mauritius Government, and which was accepted conditionally by them, subject to approval by the Colonial office here; since which time however we have not heard one word upon the subject at all.

6192. Can you state to the Committee what the views of the Legislative Council were at the time they voted 12,000*l.*; whether it was with the object of getting a direct communication to England, or whether, at the same time, they had an idea of bringing India into communication with the Mauritius?—No, decidedly not; it was to Aden direct from the Isle of France, and *vice versâ*.

6193. Then you believe they would not vote the same sum of money for a communication to Ceylon?—I should certainly think not; there is not the same motive.

6194. Do you believe that the connection of the Mauritius with Ceylon would not be important to that colony?—There would be otherwise so many opportunities of communication for what they would require, that they need not have so costly a mode of communication as that of a steamer; but in going to Aden, they get the primary object at the very least cost of time, and I may say of money.

6195. Now that the route is open to the Cape of Good Hope, supposing that a line was carried out from the Mauritius to Ceylon, so as to join the present overland communi-

cation,

cation, do you think there would be a considerable gain by that route over the communication which they now have, by going from the Mauritius to the Cape in sailing vessels, and then taking advantage of steam communication to England? —With steam communication between the Mauritius and Galle, there would certainly be a very great improvement upon the present mode. How far it would compete, as a route, against the Cape of Good Hope line, I am not very certain; but unless there should be steam communication from the Mauritius to the Cape, to take up the trade, it will always be a matter of an extremely problematical character, as I can speak from my own knowledge within the last two or three months; and therefore in the absence of some ground upon which to stand on the Cape route, I should prefer, small as it is, the positive and certain advantage of going to Ceylon, because I know that from Ceylon, even under the present dilatory speed of the Peninsular and Oriental Company's vessels, letters will arrive at from 35 to 37 days, and I think the Mauritius would put a vessel upon the line between Galle and the Mauritius, which would insure a quicker speed than they have at present.

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6196. How is the post at present conveyed to the Mauritius?—By all manner of ways; sailing vessels, in a great measure. But as I said before, the island is at a considerable expense in employing two or three sailing vessels to search for the mail at Galle; it is a monthly communication, which is occasionally broken in upon by failure to arrive in time.

6197. What do you mean by searching for the mail; waiting for it?—Yes; and they often do not find it; that is to say, they are behind time, and we get two mails instead of one.

6198. What do you imagine would be the difference in the communication between establishing a line from the Mauritius, *viâ* Ceylon, and establishing a line, *viâ* Aden, to England?—The difference would be in going two sides of a triangle instead of one.

6199. You think, therefore, that for such a communication it is doubtful whether the Mauritius colonists would give the sum which they agreed to give for the Aden communication?—Unquestionably; if they were dispossessed of the notion of benefiting by the projected line from the Cape of Good Hope to the Isle of France, they would not pay the money to go to Ceylon, when by paying it they could go to Aden, because I do not think there is the same motive for it. Independently of not having any great matters to con-

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nect them with India, which could not be done by every sailing ship perhaps every week; they have often two a week; by Aden they would get their letters 10 or 12 days before they could possibly do it from Ceylon, because whatever was the distance from Aden to Ceylon, that would be a surplus in the voyage to the Mauritius.

6200. The trade between the Mauritius and Ceylon is not of a very important character, is it?—The only trade they have now I think may be summed up in one article, coffee.

6201. And between the Cape and the Mauritius?—I think there is likely to be much more than there is just now in sheep, and bullocks, and horses.

6202. Have you heard it stated that the French would be likely to contribute towards a grant of money for the purpose of opening a steam communication?—I have heard so, and I believe it. This morning I received a letter from a very particular friend of mine, a French gentleman, who belongs to Bourbon, and I am quite sure, had he known of my being here, that would have been one of the subjects of his letter; but I firmly believe they would naturally do so, the advantage to them would be so valuable.

6203. Would that contribution be dependent, do you think, upon its being a direct line?—Unquestionably.

6204. You think they would only contribute to a direct line to Aden?—I think only for that.

6205. I think you stated that the sum which was voted by the Legislative Council would have been sufficient to open a communication to Aden?—It would have been sufficient to have induced the parties to open it; whether it would have been sufficient to have paid them in the end, I do not know. I am not quite so certain about that; it would have depended mainly upon the result of its operation upon commerce.

6206. Has your attention been called at all to the mode in which the service is conducted by the Indian navy?—Not personally; but having rather an extensive acquaintance among Indian merchants, I have heard that it is not such as I should wish it to be.

6207. You never were in one of the Indian navy vessels yourself?—No, I have not been as a passenger, and I do not know that I should wish to be.

6208. Mr. *Willcox.*] In alluding to the speed of the "Haddington," you stated it was so low that a jolly-boat might have pulled on one side of her?—I did not refer to the speed; I meant that the weather was so fine.

6209. You have also stated that on board of her there were five

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five or six passengers put in one cabin; are you not aware that there is no cabin on board in which there are six berths? —No, I am not; on the contrary, I was under the full impression that it was as I stated before.

6210. That there are cabins with six berths?—When I say five or six, I must not be taken to assert that it is positively six. I know I was in a cabin with four myself; and I know that in the outer passage, underneath the skylight, everybody was very glad indeed to lie too. I know several who did.

6211. Admiral *Bowles.*] What is the length of the passage by steam between the Mauritius and the Cape?—To Cape Town it must be an estimation only on my part.

6212. Speaking roughly, what would be the usual time? —I have been looking at it; and judging from my knowledge of the Cape, and of the little experience I have had of screw steamers, I think it would be longer than is contemplated. But as for fixing upon so many days, I cannot say; but I should think that the average run from Cape Town to the Mauritius, in the course of a year, could not be done in less than from 12 to 14 days.

6213. By steam?—By steam.

6214. Do not you think it would be more convenient for the Mauritius to send for its letters to the Cape, there being a monthly packet established now between England and the Cape, making the passage in about 32 days, instead of communicating with England by way of Aden?—Unquestionably not, because by Aden I should get my letters at least a fortnight before I could possibly get them by the way of the Cape of Good Hope, and at the same expense.

6215. Would that be so under the existing communication?—No, with the projected communication between the Mauritius and Aden the letters would arrive, upon a very fair computation I think, at the Isle of France in 32 or 33 days; and I feel perfectly convinced, with all the good wishes that I have for the screw steamers round the Cape of Good Hope, that the average arrival at the Isle of France, *viâ* the Cape, will never be under 50 days, and probably 54.

6216. Mr. *Currie.*] At the present time which line do you think the public generally in the Mauritius prefer?—I will candidly tell you, that until this Screw Company, *viâ* the Cape of Good Hope, made its appearance, they were intent upon nothing else but a communication between the Isle of France and Aden, and they would gladly have paid the subsidy which was voted by the Council for that purpose; but immediately the Screw Company made its appearance,

Colonel *E. Archer.*

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they said, "No, we will now wait for our letters; perhaps we shall get them for nothing, although a few days later."

6217. Which do they prefer at the present moment?—They would prefer the other, or Aden route, if they do not pay more for that one than they do for the other, naturally enough, to get their letters so much quicker.

6218. Supposing the line were continued from the Cape to the Mauritius, and on to India, would not that afford a great advantage to the Mauritius?—Under present circumstances it would; but if there is no amount to be given for the acceleration of the mails, they would prefer Aden to the Cape of Good Hope.

6219. Precisely; they prefer Aden in the first instance?—If they have nothing to pay for Aden, and nothing to pay for the Cape, of course they prefer Aden; if they have to pay for Aden, and have not to pay for the Cape, they possibly might prefer waiting for their letters another fortnight.

6220. Would not a certain communication with India by steam be a great advantage to them?—I do not know that it would be such a one as they would pay for, because I do not know what good would be the result.

6221. Are there not times in the year when there is an uncertainty about the arrival of letters from India?—It may be the case, but to no very great extent after all. The arrivals at the Mauritius are so numerous, in consequence of the provisioning of that island wholly from India, that we seldom pass a week or so without a ship coming in.

6222. Do the Mauritius people think more of a direct communication with London, or with Paris?—With London.

6223. But the Bourbon people, I presume, think more of Paris?—Paris and Marseilles.

6224. Mr. *Plowden.*] The first and great object is a speedy postal communication, as I understand?—Entirely so.

6225. You think that would be achieved by Aden?—Unquestionably.

6226. Mr. *Currie.*] How many days were you in coming from the Mauritius to the Cape?—By a sailing vessel I left on the 12th of April, and I arrived at Algoa Bay, Port Elizabeth, on the 4th of May; that was the 22d day.

James Cosmo Melvill, Esq., called in; and Examined.

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6227. *Chairman.*] You are secretary to the East India Company?—I am.

6228. Will you state to the Committee the origin, and the

the circumstances of the first arrangement of the Bombay and Suez communication?—The first efforts to open a communication by steam between England and India, were made by the East India Company in 1830 and in 1831, when the "Hugh Lindsay," a steamer with 160 horse-power, performed five voyages; the success of that effort, combined with the desire which was felt in this country to establish the communication regularly, led to the appointment of a Select Committee of the House of Commons in 1834, and that Committee reported a series of resolutions, two of which I will read:—"That it is the opinion of this Committee, that a regular and expeditious communication with India, by means of steam vessels, is an object of great importance both to Great Britain and to India;" and "That it is the opinion of this Committee, that by whatever line the communication be established, the net charge of the establishment should be divided equally between His Majesty's Government and the East India Company, including in that charge the expense of the land conveyance from the Euphrates on the one hand, and the Red Sea on the other, to the Mediterranean." After those resolutions had been reported, a discussion arose between Her Majesty's Government and the East India Company, which terminated in an arrangement, under which it was resolved, that a steam communication should be established by the East India Company monthly, and that the expense should be equally divided between the public and the Company. At the end of one year, Her Majesty's Government were anxious that their portion of the expense should be fixed, and after some correspondence, it was agreed to fix it at 50,000 *l.* a year, at which it still continues; the East India Company then determined to build two steamers, which were considered at that time of large capacity and power, the "Atalanta" and the "Berenice;" and afterwards finding that there was a difficulty with respect to their power, that it was scarcely adequate to the service at all times, they went into the market and purchased the largest steamers that were obtainable, the "Kilkenny" and the "City of Waterford;" those are the arrangements in which the Bombay and Suez communication originated.

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6229. Has anything occurred to disturb that arrangement?—Nothing to disturb, but something to confirm it. The Committee will remember that the arrangement which I have explained was restricted to the communication with Bombay. A great desire was felt for a more comprehensive communication,

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cation, and one which would include Calcutta. The East India Company participated in this desire so strongly, that in the year 1841 they voluntarily offered a premium in view to the opening a line to Calcutta by private enterprize; they offered 20,000*l.* a year for a limited number of years to the owners of steam vessels of a certain size which might perform a prescribed number of voyages and that reward was obtained, two or three times, I think, successively, by the Peninsular and Oriental Company. In 1844, the Peninsular and Oriental Company prepared a plan for the establishment of a regular communication with Calcutta monthly, and after some discussion with the Government and with the East India Company as to that plan, and as to who should bear the expense of it, it was finally arranged to adopt it, upon the principle of the East India Company paying a portion of the expense; that portion was fixed at 70,000*l.* a-year. In the course of those discussions, the question arose whether the Bombay and Suez line should remain in the hands of the East India Company, which was finally settled in the affirmative. Lord Ripon, the President of the India Board, stated under date the 23d April 1844:—"In a memorandum which I placed in the hands of your late Chairman, I expressed my inclination to yield to the Court's wishes, and to admit, though not to their fullest extent, the validity of the considerations connected with the efficient maintenance of the Indian navy urged by the Court in favour of the retention in their own hands of the conduct of the mails between Bombay and Suez. I am still prepared to adhere to the views which I then expressed as to the propriety of meeting their wishes on this point, it being distinctly understood that this agreement should be contingent upon the adoption of the general plan which I am now about to lay before the Court. Her Majesty's Government are quite prepared to continue the present annual grant of 50,000*l.* for the line between Bombay and Suez, on the understanding that the Court are equally prepared to take immediate measures for the effective and punctual performance of this service, by substituting for such of the present vessels as are found deficient from want of power and accommodation, others of a construction calculated to maintain the uninterrupted navigation of those seas at all seasons, and capable also of being converted, upon any emergency, into vessels of war."

6230. Did the East India Company adopt any, and if any, what further arrangements?—They took measures for constructing

constructing a large steam factory at Bombay; also for increasing their Indian navy, with a view to its greater efficiency; and they gave instructions for the establishment of a steam factory at Bombay, all those arrangements being of a permanent character, and involving large expense. They also built vessels of superior size and power to any that they previously had.

6231. What has been the result of those arrangements? —That at all seasons the mail has been conveyed with perfect regularity. I do not think there has been any failure in that respect, and the speed has been certainly equal to that at which the mails between Calcutta and Suez have been conveyed.

6232. Was there any arrangement made as to speed between the Government and the East India Company?—No, except what is comprised in the letter from Lord Ripon, which I have read to the Committee, that the arrangements should be such as to secure efficiency.

6233. But there was no specified time?—No.

6234. Do you think those arrangements susceptible of improvement?—I think that in point of speed they are. The speed obtained by both the contract vessels and the East India Company's vessels is considerably less than that obtained by vessels which navigate the Atlantic and Pacific, and I myself cannot see any sufficient reason why India should not have the advantage of as quick a communication as other parts of the world. The East India Company themselves feel this, for some of their steamers being nearly worn out, they have at this moment under their consideration arrangements for constructing vessels of larger size and power than any which they now have. Steam navigation is continually making such rapid progress, that it is hardly possible for the East India Company, or for anybody having fixed contracts and fixed arrangements, to overtake those improvements at once; it must be the work of time. But I have shown, I think, that the East India Company have proceeded from step to step in that respect: taking the "Atalanta" and the "Berenice" in the first instance, then proceeding to the "City of Waterford" and the "Kilkenny," then afterwards to larger ships, under Lord Ripon's arrangement in 1844, and now wishing still further to keep pace with the improvements in steam navigation.

6235. You have alluded to Aden; will you state to the Committee when Aden was first acquired, and what were the original purposes for which it was taken possession of by the Government?—

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Government?—Aden was taken possession of in 1839, on the suggestion of Sir Robert Grant, who was then governor of Bombay; this is an extract from his minute, which preceded that acquisition: "The establishment of a monthly communication by steam with the Red Sea, and the formation of a flotilla of armed steamers, renders it absolutely necessary that we should have a station of our own on the coast of Arabia, as we have in the Persian Gulf; and the insult which has been offered to the British flag by the Sultan of Aden, has led me to inquiries which leave no doubt on my mind that we should take possession of the port of Aden."

6236. Can you give an estimate of the expense incurred in obtaining possession of and fortifying Aden, and the annual charge of maintaining it at present?—On a rough estimate, I may say, that the East India Company have spent 175,000 *l.* in fortifications, buildings, and works at Aden since it was acquired, and the annual expense of maintaining it is about 80,000 *l.* a year.

6237. Mr. *Divett.*] Including the troops?—Including the troops.

6238. *Chairman.*] Aden is a free port, is it not?—It is.

6239. Is it made use of at all by mercantile vessels passing between Arabia and India?—The mercantile shipping have recourse to Aden.

6240. Is there any trade to Aden?—I think so.

6241. What is the character of the trade?—A trade by native ships principally; Arab ships.

6242. Horses?—I really cannot possibly say. Captain Lynch may be able to speak to that.

6243. What is the number of troops at Aden?—There is a wing of Highlanders there at present; also a regiment of native infantry, and detachments of artillery, and native artillery.

6244. What were the origin and circumstances of the bi-monthly communication between Bombay and Aden?—The arrangement which was made with the Peninsular and Oriental Company for a communication with Calcutta did not extend to a communication with Bombay. The East India Company holding Aden, it became necessary to send vessels frequently from Bombay to Aden with troops and stores. The community at Bombay were anxious that some opportunity should be afforded for connecting Bombay, for the mail purpose, with the monthly communication touching at Aden on its way to Calcutta; and the Government therefore

fore determined to send a steam frigate every month to Aden, except during the monsoon, to convey the mail. *J. C. Melvill, Esq.*

6245. There is no contract received for that service?—No contract. 15 July 1851.

6246. Has there been any arrangement made concerning passengers?—Yes; the Bombay Government issued this notification in 1845: "The Honourable the Governor in Council is pleased to notify, that the Suez mail steamers will be despatched from Bombay on the 1st of October, and on the 1st of each succeeding month, until further notice is given. The Honourable the Governor in Council is pleased also to notify, that an intermediate mail steamer for Aden only, will be despatched from Bombay on the 15th of September, and on the 15th of each succeeding month, until further notice is given. When the 1st of the month happens to fall on a Sunday, the despatch will be on the 2d; and when the 15th falls on a Sunday, the despatch will be on the 14th. The intermediate mail steamers to and from Aden are reserved for the transport service of the Government, and are not intended to carry any other passengers." After this it was pointed out to the Government that frequently there would be spare space on board those vessels, and that it would be hard to deprive persons, if they wished to avail themselves of that opportunity, of the means of proceeding; the Government in consequence sanctioned an arrangement, by which, whenever there is space to spare, passengers are admitted. The accommodation is only on deck, the vessels being frigates; if there was space, and people wished to go that way, they might do so.

6247. So far as you have the means of judging, do you believe the management of the line between Bombay and Suez to be satisfactory?—I really think there has been no good ground of complaint; the mails, as I said before, have been regular, though that the speed might be increased. With respect to passengers, before the establishment of the Calcutta branch in 1844, there was a considerable pressure, and the vessels were frequently crowded. I believe that the effect of the establishment of the Calcutta line has been to remove that inconvenience; and certainly it is a remarkable fact that, so far as I am informed, no representation whatever of any grievance sustained by passengers has been made either to the Government of Bombay, or to the court of directors.

6248. You confine that remark to the Suez line, I presume?—To the Suez line entirely.

6249. If such representation had been made, do you think it

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it would have been attended to?—I have no doubt it would have received immediate attention.

6250. Do you consider that the East India Company are bound to provide for the convenience of passengers?—Certainly I do. I think that whatever the considerations may be, whether of a political character, or of a character affecting the Indian navy, or of a more general character, which induce the retention of the line in the hands of the East India Company, the East India Company are bound to do the work as cheaply, and as efficiently, as it can be done by any other parties.

6251. From your own knowledge of these matters, do you not think that affairs, such as steam communication for the public, are, upon general principles, better managed by a private company than by Government?—That is not my opinion. I am quite sensible of the superiority, generally speaking, of private agency, meaning by private agency an individual managing his own concerns, and looking after them with a view to his own interests and to the exercise of his own separate responsibilities; but I can see no such agency as that (neither would it be possible there should be) in the management of steam communication between this country and India. I cannot myself discover any reason why a contract company, having its home in England, and delegating its agency to people acting abroad, should possess any advantage, in point of management, over the East India Company, who have their established authorities upon the spot, with all the means of redressing grievances, and checking expenditure, and promoting the public convenience.

6252. Do you not think that personal interest has always been shown to have a very great effect, even in the management of public affairs, upon a body intrusted with such interests of the public as are involved in steam communication, or railway communication, generally?—That a contract company might look after their own interest more keenly than the East India Company is possible; though I think the system of check and superintendence, which prevails in India, is such as would give the East India Company an advantage quite equal to that enjoyed by the shareholders in any contract company.

6253. Are you not of opinion that the mercantile interests of the Bombay Presidency are entitled to consideration in any future arrangements of steam communication between Bombay and Suez; and that, in fact, they should give the merchants the means of transmitting to a certain extent goods,

goods, as well as facilities for passengers?—I am prepared to admit that there is an inconvenience to some extent, arising from the East India Company's vessels not carrying merchandize; but it is only to a limited extent that it could be done at all. I do not suppose that above 100 tons in a month would be spared for the accommodation of the merchants of Bombay; still, whatever it is, it would be desirable, I think, that they should have it, if possible. I confess I see no sufficient reason why arrangements should not be made to give that facility to the merchants.

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6254. The Committee has been informed by former witnesses, that the vessels of the East India Company do not carry merchandize; do you contemplate that in any new arrangements goods should be carried in those vessels?—For myself, I can see no sufficient reason why merchandize should not be carried.

6255. Do not you consider the Indian navy, by its constitution and service, akin to the Royal navy?—Yes, in a degree, although I do not think there is any fair analogy between the two services.

6256. The officers of the Indian navy hold their commissions from the East India Company and the Crown, and both officers and men are subject to martial law, I believe?—They are.

6257. Would you think it an appropriate duty for commissioned officers in Her Majesty's service to be engaged, under a pennant, in the carriage of goods for hire?—I can see no objection on that ground; I do not imagine there would be any inconvenience felt, or any source of complaint, by the officers employed in the service, if the spare tonnage were filled by merchandize; an officer of the Indian navy would be perhaps able to speak to the Committee, upon that point, better than I can do.

6258. Are not the East India Company, under their present charter, prohibited from trading, and carrying merchandize?—They are prohibited from trading.

6259. How would you get over that difficulty?—It is a difficulty existing in the Act of Parliament; the authority which created the difficulty might remove it if it were necessary.

6260. Mr. *Mangles.*] Do you think that merely carrying merchandize is trading?—I think it may admit of a doubt; carrying it with a view to profit would be trading; but I doubt whether the East India Company would do so.

6261. Mr. *Divett.*] Was not that restriction introduced into

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into the charter after due and deliberate consideration?—I presume that all the restrictions were introduced after deliberate consideration.

6262. Has the result of your experience been in favour of that restriction being removed?—With respect to the Bombay and Suez ships, I think it would be desirable that they should be allowed to carry merchandize.

6263. Mr. *Wilson.*] The restriction referred to was introduced in common with all restrictions upon that company, relating to commercial transactions, in the change of its character from being a commercial body to a political body?—Exactly so.

6264. *Chairman.*] With reference to the bi-monthly communication between Bombay and Aden, it is at the sole expense, I think you stated, of the East India Company?—Entirely.

6265. Who gets the postage on the letters conveyed by it?—The Queen's Government.

6266. Then that communication confers a gain upon the public at the cost of the company?—It does.

6267. Who conveys the mails between Suez and Alexandria?—The East India Company, at their sole expense.

6268. Do the East India Company get any return for that expense?—No, no return; except the advantage resulting from the political consequence which may attach to their agents having the custody of the mails in the eyes of the Egyptian authorities.

6269. Mr. *Divett.*] Have you any means, through the Indian Post-office, of getting at the amount of postage obtained by that route?—No, not in this country. I endeavoured to get it, but I failed in the attempt.

6270. You alluded just now to certain improvements in steam navigation in those seas being in the contemplation of the East India Company; are these at present in course of being carried out?—There are proposals at present before the Court of Directors for building two steam vessels of increased size and power, to replace two which are wearing out, or nearly worn out.

6271. Mr. *H. Berkeley.*] You stated, I think, that no complaints had reached the East India Company of want of accommodation to passengers?—I did.

6272. Are you prepared to say that no complaints are made, or have been made by passengers of want of accommodation on board the East India Company's vessels?—I have heard such complaints made myself, from passengers both

both on the East India Company's and on contract vessels; but my observation was, that no representation had been made to the East India Company or to the government of Bombay to that effect.

6273. Do you believe that passengers would go by by the East India Company's vessels if they could go by the Peninsular and Oriental Company's vessels?—I see no reason why they should not.

6274. Are you not aware that the accommodation on board the East India Company's vessels is infinitely worse than the accommodation on board the Peninsular and Oriental Company's vessels?—I am not; and I hope the Committee will take the opportunity of questioning the East India Company's naval officer, who is present, upon that point, who has better means of knowing than I have.

6275. Can you state what is the present cost, per mile, of carrying the mails between Suez and Bombay, and between Aden and Bombay?—I do not carry the rates in my recollection, but a statement of them is already before the Committee, I think, both as to the mileage and the total expense.

6276. Is the total amount of receipts for passengers stated?—It is separately stated.

6277. Mr. *Divett.*] Is the nature of the supplies required at Aden of such a character that it would be necessary to send a steamer monthly from Bombay to that fortress?—It is necessary to send very frequently; Aden derives its supplies principally from India.]

6278. What supplies do the steamers take to Aden?—Provisions and stores; every thing that you can imagine the troops to require, and the inhabitants to require.

6279. There is very little facility at present at Aden for getting those supplies?—Very little.

6280. Either from the African side, or from the Arabian side?—Very little indeed.

6281. Do they get fresh provisions there easily?—I really cannot say.

6282. Mr. *Willcox.*] Have not the Bombay mails almost invariably arrived in London from three to five days before the departure of the proximate outgoing mail on the 7th?—The Bombay mail generally arrives about the 1st or 2d of the month.

6283. And the departure is on the 7th?—On the 7th.

6284. And therefore any increase of speed to those steamers would only present the advantage of giving three

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or four more days for the merchants to answer their letters? —I think there is always an advantage in speed.

6285. But that is the only advantage to the merchants?—It might lead to other arrangements.

6286. Do you see any other advantages in additional speed, beyond that of giving increased time for answering letters?—No, I am not aware at present that there are any other advantages; of course, the quicker you receive, the quicker you send, and increase of speed would give you later intelligence to answer.

6287. Mr. *Mangles.*] Do you apprehend that the Post Office authorities are absolutely tied to the 7th of the month? —Certainly not.

6288. Mr. *Willcox.*] You were stating that you saw no reason why in India they should not have vessels of the same speed as the steamers employed on the Atlantic; are you not aware that that increased speed is acquired by the employment of a much larger power, and a consequent increase of the consumption of coal?—Certainly.

6289. Are you aware that the consumption of coal upon those lines amounts to 80 tons a day?—I have no doubt that it is very large.

6290. Are you not aware that there is a very great difference between the price of coal upon that line and the price of coal at Aden and Suez?—Perfectly; no one can be more cognizant of that than the East India Company; who pay largely for it.

6291. And that there is a difference of between 40 and 50 tons a day between the consumption on the two lines?—I have not turned my attention to that sufficiently to make the comparison.

6292. Are you not aware that our consumption runs from 30 to 40 tons a day?—I know that it is very large.

6293. Have you not found coals exceedingly expensive at Aden?—No doubt they are.

6294. Have you not found that there is a great deal of loss and deterioration in coal?—Yes.

6295. Are you not aware that the coals in those climates lose some of their power, and that that consequently must affect the speed?—There is a deterioration. I hope that the time will come when we shall get Indian coal.

6296. You are aware that that has been repeatedly used, are you not?—Burdwan coal is used entirely at Calcutta for the steamers now; it is an expensive coal, in consequence of the cost of transport from the collieries to Calcutta; but when

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we get the railway open, which is now constructing, I think the Burdwan coal will be procurable at a very moderate price.

6297. Do you not think that it will still be more expensive on this ground, that it has been proved that the proportion of strength is only as seven to five of Newcastle coal?—I am not aware of those proportions, but I have no doubt that you cannot have increased speed without increased power and increased expense; and that if you will have the advantage you must pay for it.

6298. And particularly in India?—And particularly in India.

6299. Mr. *Corry.*] It was stated by Captain Wilson in his evidence, that he would recommend that the communication between Bombay and Suez should continue, as at present, in the hands of the East India Company, but that it should be carried on by means of vessels expressly fitted for the packet service, and not, as at present, by men-of-war carrying passengers; and that those vessels should be commanded by officers specially devoted to that service. Do you think that would be a good arrangement?—I do not.

6300. What would be the objection to it?—I think it would create a distinction in the Indian navy which would be prejudicial to the service.

6301. Is there not also a political object in having men-of-war in those seas occasionally?—There is unquestionably a political advantage resulting from the presence of men-of-war in the Red Sea.

6302. That of course would not be obtained if the vessels so employed were mere packets?—It would not.

6303. *Chairman.*] With regard to the expense at which you think the service ought to be obtained in any new arrangements, have you calculated at all what the expense should be towards which the revenues of this country should be called upon to contribute?—I think that the charge to the public might fairly be limited to a mileage, equal to the mileage which might result from competition for the Calcutta line.

6304. Mr. *Divett.*] Have you given your attention at all to the detail, so as to be able to state the view which you have formed in your own mind as to the proper mileage to be paid?—It would be the result of competition.

6305. You do not think you could get at it without competition?—I think not.

6306. There has been a very rapid extension, has not there,

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there, of the intercourse with India since the establishment of steam communication?—There has.

6307. A great many people now go backwards and forwards who did not do so before?—A great number.

6308. And great facilities are thereby given to commercial operations?—I think so.

6309. Parties go to India to transact commercial business who never thought of doing so before?—Certainly.

6310. *Chairman.*] You are aware of the arrangements proposed by Her Majesty's Government two years ago to the Indian Government, namely, that the Indian Government should abandon their portion of the line to the Peninsular and Oriental Company, who should perform that service, together with another service to the Australian colonies; what do you believe the effect of such an arrangement would have been upon the Indian communication generally had that arrangement been acceded to?—So far as the East India Company were concerned, it would have had a prejudicial effect upon their navy; so far as the public were concerned, I think it must have had the effect of creating a monopoly. The East India Company now have the Bombay and Suez line, and the Peninsular and Oriental Company have the Calcutta line, there being none other; if the East India Company's line had merged in the Peninsular and Oriental Company, the consequence inevitably must have been a monopoly.

6311. Mr. *Divett.*] You think the tendency of that arrangement would have been, to diminish the chance of another company being formed?—In the arrangement to which the Honourable Chairman has referred, there was no proposal for another Company.

6312. *Chairman.*] The effect of that arrangement would have been, you think, to have established a monopoly?—I think so.

6313. Mr. *Divett.*] And to have prevented that competition which, I understand you to say, you consider to be needful to arrive at the proper price at which the public should give assistance to the carrying of the mails between England and Calcutta?—The consequence of monopoly is, that competition is destroyed.

6314. Mr. *Cowper.*] What is the advantage which the public get from the competition at present existing between the East India Company and the Peninsular and Oriental Company, which you think would have been destroyed?—The avoidance of a monopoly.

6315. Am I to understand you that the monopoly of which you speak would have been transferring the conveyance of the mails to India from the vessels of the East India Company to one single company; namely, the Peninsular and Oriental Company?—Exactly so.

6316. If then you think, that monopoly would be disadvantageous, will you inform the Committee what your present experience enables you to say is the advantage which the public at present derive from the competion which exists; namely, the competion between the vessels of the East India Company and the vessels of the Peninsular and Oriental Company?—I think, that the one acts now as a check upon the other; if there were but one company, the public would be at the mercy of that company with respect to any arrangements they chose to make. I say this, not meaning to cast the slightest imputation upon the management of the Peninsular and Oriental Company, not having the slightest reason to do so, but speaking merely upon general principles.

6317. Do you think that if passengers were displeased with the accommodation afforded by the Peninsular and Oriental Company's vessels which go to Calcutta, they would transfer themselves into the East India Company's vessels which go to Bombay?—I think the existence of the East India Company's line acts as a check upon the contract company, which is consequently indisposed to do what it might feel itself at liberty to do if it had the monopoly.

6318. Mr. *Divett.*] Is not the competition a very imperfect one now, seeing that there is no other line between Bombay and Aden?—That line is in the hands of the East India Company.

6319. There is none there now?—The more of competition the better, I think.

6320. If there is competition now, it is a competition of a very imperfect character?—I think it is.

6321. Mr. *Cowper.*] Do you believe that the service of the East India Company is done at as cheap a mileage rate as the service of the Peninsular and Oriental Company?—I think, if everything were taken into the account, there is very little difference.

6322. You have not, I presume, been able to make so accurate a comparison as to speak with certainty on the subject?—I have not. In fact, I have no means of knowing what the Peninsular and Oriental Company's expenses are, but I think that the conveyance of the mail between Bombay and Suez should be done as cheaply by the East India Com-

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pany, proportionately, as the Calcutta service is performed by other people.

6323. Are you able to state the passage-money?—It is stated in the returns which have been made.

6324. Admiral *Bowles.*] Do you consider that in consequence of the improvements which have been introduced of late years in steam navigation, it is not improbable that contracts may be entered into by public tender at present upon much more advantageous terms for the public, and with increased speed?—That is decidedly my opinion.

6325. Do you not consider that in that case it would be necessary for the Government to advertise for tenders with as little delay as possible, in order to give any competing parties a full opportunity of performing the service?—I do. There can be no competition in such a matter unless sufficient time be allowed.

6326. Are you aware that the contract with the Peninsular and Oriental Company may be concluded at the termination of the year 1852?—I am.

6327. Do you not consider that in that case tenders should be called for with as little delay as possible, to enable the Government to see clearly the best terms upon which future contracts may be arranged?—I think so.

6328. *Chairman.*] Do you think that the arrangement which has been referred to as proposed by the Government, would have been an economical arrangement for the public?—I have strong doubts about it; to the best of my recollection it was a proposal for the East India Company giving up the Bombay and Suez line, the Peninsular and Oriental Company undertaking it, and undertaking also the line to Australia, and I think, the monthly communication from Southampton to Malta, for which 104,000 *l.* was to be paid. I have no means of computing the economy or otherwise of this proposal without knowing what I do not know, the proportion of the expense due to the conveyance from Singapore to Australia, and the value of the conveyance from Southampton to Malta.

6329. Mr. *Corry.*] But if, as it appeared, the amount of 104,000 *l.* was paid by the Imperial Government for the conveyance of the mails between here and Calcutta, can you have any doubt that it would have been an economical arrangement for the Government to have got a line to Australia, and all that duty performed for the same sum as they already pay between here and Calcutta?—I cannot say with confidence that it would have been an economical arrangement,

ment, because I do not know what would have been the result of competition for the Calcutta line on the amount allowed by the public for the Bombay and Suez line.

6330. *Chairman.*] Can you state to the Committee whether you believe that the service between Bombay and Suez ought to be done at a smaller cost to the public than at present is paid?—I beg to repeat my opinion, that the public ought not to pay more for that than the mileage rate for which the Calcutta line might be obtained in competition.

6331. Mr. *Corry.*] You stated that the East India Company were contemplating the construction of vessels of larger size and power than any which they now possess, for the service between Suez and Bombay; was it at all settled what the size and power of those vessels were to be?—According to the best of my recollection, about 1,600 tons, and 600-horse power.

6332. Mr. *Divett.*] Have you any reason to believe that the extent of freight which would be earned between Suez and Bombay by ships carrying merchandise would be very considerable?—Not unless the rate of freight were low. I think the freight must be very low to induce any large quantity of merchandise to be brought that way, considering the rate at which it can be transported round the Cape; it is only valuable goods, such as shawls, that would be sent that way.

6333. Is there not a good deal of specie transmitted?—Yes; specie is frequently brought from India, and sent thither.

6334. Have you not understood that there is a large quantity of freight in patterns, and things of that kind, which go that way; valuable silks?—As samples.

6335. I think I understood you to say, that in negotiating with the Government, the principle had been laid down of the Home Government here paying half the expense of the communication between Suez and Bombay and between Suez and Calcutta?—Between Suez and Bombay half; between Suez and Calcutta they pay rather more than half.

6336. What principle was laid down in the arrangement as to carrying the mails between England and Alexandria, with reference to the proportion of cost?—The East India Company pay nothing on this side of the Isthmus; the whole is at the charge of the public, and all the arrangements are under the Queen's Government.

6337. Has the East India Company never been called upon at all to contribute a portion to that?—They have not; the whole of the postage belongs to the Government.

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6338. Mr. *Cowper.*] Can you state whether those vessels which are employed in carrying the mails between Bombay and either Suez or Aden are ever employed for any other purposes; for instance, for the purposes of war, or are they confined exclusively to the packet-service?—Between Bombay and Suez they are generally, almost without exception, confined to the packet service, but between Bombay and Aden the vessels are occasionally diverted to other purposes.

6339. You stated that it was an object with the East India Company to have vessels acting as packets which could be diverted from that purpose upon occasions of emergency, and be used as war vessels in case any warlike operations became necessary. Supposing the vessels were withdrawn for such purposes as those, how do you contemplate that the mails between this country and India would be conveyed?—I do not contemplate the vessels ever being withdrawn. During the China war, when the Indian navy rendered most important services, which were acknowledged by the officers of the Royal navy, and during the Affghanistan, Scinde, and Punjaub operations, when large bodies of troops were conveyed from Bombay to Kurachee and other parts upon the coast, the mail service was never interrupted. I think, therefore, I am entitled to infer that the contingency is at least a very remote one, when the vessels required to convey the mails would be employed in any other service.

6340. Then I am to understand that your impression is, that the vessel running between Bombay and Suez should be regarded as packets, and as packets only?—Yes; but according to Lord Ripon's condition which he prescribed, capable of being converted into vessels of war, and carrying guns.

6341. But you consider that the chances of their being employed in war operations are so very small and doubtful, that that would not be an important element in the consideration of the question?—I think, certainly, that they should be capable of being used as vessels of war, in order to insure the safety of the mail during war.

6342. Mr. *Corry.*] Do not those vessels at present carry guns?—They do.

6343. So that they are to all intents and purposes vessels of war?—Yes; although used as packets.

6344. Mr. *Divett.*] From your experience of the monthly communication with India, what is your opinion as to the necessity, or otherwise, of making that communication regularly bi-monthly?—It is bi-monthly now.

6345. Bi-monthly

6345. Bi-monthly partially?—We have two mails in every month throughout the year.

6346. In speaking of the mails I do not confine my question exclusively to them, but I speak also of the facilities to people travelling backwards and forwards; do you consider that it is important that facilities should be given to passenger conveyance by a bi-monthly communication, in addition to those which exist at present?—I think the bi-monthly communication should be perfect.

6347. Mr. *Cowper.*] But is the communication as regards mails in any degree imperfect at present?—No; it is not.

6348. Do you think that the inconvenience which passengers may be put to by having to cross France to Marseilles, and thence to Malta, instead of going round through the Bay of Biscay by sea to Malta, is such a one as need to attract much attention?—It is an inconvenience. I was myself very sorry when the second Southampton mail was taken off.

6349. Mr. *Divett.*] You are sorry because the heavy mail is not conveyed bi-monthly now?—It abridged the general convenience.

6350. We have had it in evidence that the express which crosses from Bombay to Calcutta carries a very small amount of the mail; that is the case, is it not?—It is.

6351. I believe it is now improved and reduced to eight days; from your knowledge of India, do you think it at all probable that that communication will be much further improved?—I think in the course of time it will be greatly improved; railways are beginning to make progress in India.

6352. Do you see your way to the probability at any distant period of there being a communication between Bombay and Calcutta by railway?—It is a prodigious undertaking, and I am getting old; but I still hope to live to see the day. At present I think the Bombay express certainly is an advantage.

6353. Sir *J. Hogg.*] You have been asked as to the probability of the withdrawal of the steamers of the East India Company from the service between Bombay and Suez in the event of war; are you aware that in all the contracts made by Her Majesty's Government with private companies, it is a distinct stipulation that the steamers employed shall be so constructed as to be able to be converted into ships of war, and to be available for the public service in case of exigency?—I have understood that to be the case.

6354. Then

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6354. Then the chances or probabilities of withdrawal in the two cases seem to be the same?—Exactly.

6355. Save that the East India Company has besides a considerable navy to fall back upon?—That is the case.

6356. You were also questioned as to inconveniences arising from the steamers of the East India Company not carrying merchandise; do they carry parcels and samples of merchandise at present?—Parcels they do.

6357. Are you aware whether or not they carry samples of merchandise?—They ought to be allowed to do so.

6358. There is no prohibition as to carrying merchandise, save what may be collected from the prohibition of the East India Company to be a trading body?—No; there is a regulation, I think, or order of the Bombay government which prohibits it; that order, I think, might be relaxed.

6359. I believe that arises from those ships being considered ships of war, and not being allowed to carry papers, which would render them liable to custom-house regulations?—Clearly so.

6360. Does it appear to you that there would be any difficulty by a local enactment in removing that restriction?—I think none.

6361. I believe Aden, which is maintained exclusively at the cost of the East India Company, is freely open to the use and convenience of the Peninsular and Oriental Company, or of any others who choose to use it, without any charge?—It is so.

6362. Do you think that any arrangement would have been made by the East India Company to incur the expense of acquiring, fortifying, and maintaining Aden, if they had not undertaken and stipulated with the Government to maintain the communication between Bombay and Suez in their own own vessels?—Certainly not.

6363. Mr. *Currie.*] Do you think that a rapid unbroken steam communication by the ocean would be a very great advantage to India?—The more steam the better, I think, and the more routes the better.

6364. I suppose it would be an advantage nationally as well as personally?—I think it would.

6365. And would also act to a certain extent as competition?—Yes; and if Egypt were ever closed, it would afford us something to fall back upon.

6366. And an entire communication between the different colonies, and Madras and Calcutta, and so forth, would be a great advantage?—Decidedly beneficial.

6367. That

6367. That is wanted at present, is it not?—I think a communication between Calcutta and Singapore is much wanted. *J. C. Melvill, Esq.* 15 July 1851.

6368. But between Madras and Galle, and the Mauritius, I suppose, and all those different points, it would be a great advantage?—I think it would be advantageous.

6369. Admiral *Bowles.*] Are you aware that the railroad is now in great progress towards completion across the continent of Europe to Trieste?—I am.

6370. And that the communication will also be very much accelerated by that means to Alexandria, and so to India?—Certainly.

6371. Do not you think that that would produce an increased competition on the other side?—I think it very desirable that the communication by Trieste should be opened.

6372. And that that should be contemplated in advertising for new tenders, and in negociating with steam companies?—I think so.

Captain *Henry Blosse Lynch*, called in; and Examined.

6373. *Chairman.*] You are an officer in the Indian navy?—Yes. *Captain H. B. Lynch.*

6374. What commission do you hold in the service?—Captain.

6375. Have you held any appointment on shore at Bombay, connected with the Indian navy?—I have been assistant superintendent for the last four or five years, until within the last two years; I was some time acting superintendent in the absence of Sir Robert Oliver, and after his death also, master attendant, with whom the details of the communication lay.

6376. Are you enabled from the position you so occupied, to state how the mail communication between Bombay and Suez was conducted?—Yes.

6377. Will you be good enough to state it?—A vessel leaves Bombay on the 3rd of every month, and carries the mail to Aden and Suez; the return mail is brought back by a steamer lying at Suez ready for it, being the steamer which carried up the mail of the previous month. The bi-monthly leaves in the middle of the month, or about the 17th, and carries the mail to Aden, whence it is carried on by a Peninsular and Oriental Company's ship to Suez.

6378. What is the description of steam vessels employed on

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on the service between Suez and Bombay, and how are they adapted for the conveyance of passengers?—There are four vessels generally set apart for that service, of which two are 1,440 tons, and one about 1,140 or 1,150, one is about 730.

6379. What are the vessels which are employed on the bi-monthly communication?—Steam frigates. I did not answer that part of your Lordship's question about the accommodation for passengers.

6380. Will you state the circumstances as to the accommodation for passengers?—The vessels which are set apart for the conveyance of the mails between Suez and Bombay, are fitted up for the use of passengers. The cabin deck is fitted up with cabins along the sides. The saloon is in the middle, between the cabins; they are extremely well ventilated and airy, and they have every possible accommodation which can be suggested for the use of the passengers. The whole after-accommodation is set apart for passengers, with the exception of one cabin for the captain.

6381. In the steam frigates, how is the accommodation for the passengers?—In the steam frigates there is no accommodation for passengers, but they are generally fitted up very well indeed. The captain affords to the passengers he can take such accommodation as he can give them, and passengers are generally better off in steam frigates than they are in steam packets.

6382. Are not those vessels conducted by officers of the Indian navy, whether they are packet vessels or frigates?—They are.

6383. Has there been any complaint of the conduct of the officers by the community, or have you found that the officers themselves have complained of the service on board the packets?—Certainly not.

6384. Have you never heard such complaints?—I generally had the arrangement of the officers as assistant superintendent. The command of those packets was eagerly sought after by the officers.

6385. Of what period are you speaking?—From about the end of 1842, or the middle of 1843, to 1848 or 1849.

6386. There was a different arrangement formerly from the present as regards the mode in which the passengers were provisioned, I believe?—There was.

6387. The provisions were formerly found by the captain?—Yes; he kept the table, and was allowed a certain part of the passage money.

6388. It

6388. It was considered rather an advantageous thing for a captain to have the command of one of those vessels?—It was.

6389. He now merely commands the ship?—He now merely commands the ship; the table is found by a contractor.

6390. Do you believe that passengers are as well satisfied with the mode in which they are now served as under the former arrangement?—I should rather think not. The passengers, I think, would be better pleased that the captain should keep the table than otherwise; but I have heard no complaints at all upon that subject.

6391. Are you aware of any reasonable objections to the Indian navy vessels or officers being employed to conduct the mail and passenger communication combined?—No; and in India I should say it was a great advantage, both to the public and to the service.

6392. You do not think, in point of discipline, there is any objection to it?—Not the slightest; the same discipline is maintained in both branches of the service.

6393. On the other hand, do not you consider that the discipline which is maintained on board a man-of-war must operate very inconveniently to passengers who have paid a high rate for their passage?—I think, on the contrary, the passengers are much more comfortable on board a well-regulated ship than where it is not so.

6394. The discipline does not interfere with the comfort of the passengers?—It does not in any way; the passengers cannot tell, except from the result, what the discipline may be on board the ship.

6395. The Committee have had it stated before them that that is the case; what is your opinion?—I think, certainly not.

6396. Were any complaints made by passengers at Bombay of neglect or inattention to their wants, or the bad quality of the food supplied by those steamers, or of the insufficiency of cabin furniture?—No.

6397. You never had any such complaints?—Never. I have frequently, when the vessels have been over-crowded coming from Suez, heard the passengers, in general society, say that they were not so comfortable as they might have been, but they were quite aware that the discomfort arose from there being an extra number of passengers. The vessels are fitted to convey a certain number, but the numbers vary very much. Passengers come in smaller numbers in the

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the bad season; in the fine season the steamers are very often crowded. However, I understood the question to apply to complaints made officially.

6398. Yes?—I have heard none.

6399. Do you believe it to be the wish of the community at Bombay that the passenger ships should be transferred to a private company, in place of being conducted by the Government, or through the agency of the Indian navy?—No, I think not.

6400. Have you heard any expression of that sentiment generally?—No; I think the community would rather the line should remain in the hands of the Indian navy. I have never had any reason to suppose the contrary; however, if there was a feeling of the kind, it would not be very likely to be expressed to me, as engaged in conducting the service.

6401. Are there any peculiar advantages as applicable to the public from the mail communication being conducted by the Government?—I think there is a very great advantage in knowing that the ships are perfectly found and well-inspected before they go to sea, and well managed by officers of experience.

6402. What in your opinion would be the consequence of the Indian Government withdrawing from the conduct of that line, and the line being thrown open for competition, which would be consequent upon that withdrawal, and a company being established?—I think that if you withdrew the Indian navy, you would have competition between two great companies for the lines, but that those companies would not compete after they became possessed of them; it would be their interests then to coalesce. It is not a line on which you can have fair competition; it is a line on which the contracts must be given for a length of time, to enable any company to take them on reasonable terms.

6403. Have you seen any great increase in passenger communication since the establishment of steamers upon that line?—I think there has been a very great increase; but before the establishment of the Peninsular and Oriental Company's vessels to Calcutta, our line was very much more crowded than it is now.

6404. Can you give the Committee at all an idea of what the average number of passengers by that line may be in the course of a year?—It would be a very rough guess; you can get it better from the returns.

6405. Do you think, however, that it has not increased since the establishment of the Peninsular and Oriental Company's

Company's line?—Decidedly not; the Bombay steamers carry fewer passengers since the establishment of the Peninsular and Oriental Company than they did before, and it was at that time that the accommodation afforded by the company's steamers was considered too small.

6406. Are you able to make any comparison between the comfort afforded to passengers on Board the East India Company's steamers and on board the contract steamers of the Peninsular and Oriental Company?—Not very much; I have visited many of the Peninsular and Oriental Company's steamers; they are very fine steamers, and the accommodation is very similar on the upper deck. I should think, after you exceed a certain number of passengers, they must be uncomfortable in both from want of ventilation; but as far as the vessels of the East India Company, and the vessels of the Peninsular and Oriental Company, are fitted for passengers, and only have the number which they are fitted to carry, they are extremely comfortable and very fine vessels indeed.

6407. What is the general condition of the Indian Navy packet steam vessels?—They are very good, very efficient.

6408. Have they not sailing properties superior to that class of vessels generally?—Two of them have; the "Adjdah" and the "Feroze" have very superior sailing qualities.

6409. Admiral *Bowles.*] Those are the last two brought into the service?—Yes.

6410. *Chairman.*] What is your opinion as to the speed and capacity of those vessels for the seas on which they are employed, especially as applicable to the Indian and Arabian Seas, and with reference to the rapid improvements in steam navigation generally?—I think we have kept very fair pace with the improvements in steam navigation in the Indian navy; the "Feroze" and the "Adjdah" have very good speed, they are very nearly equal to any vessels which I know; but the speed might be increased.

6411. Do you consider that the speed ought to be increased?—I do not; I think the speed of the "Adjdah" and the "Feroze" is almost as fast as can be attained with advantage in the Indian Ocean.

6412. What is the speed?—Between 11 and 12 knots; they are sound good ships; if you get larger ships than those you burn an immense quantity of coal, and you do not get a corresponding advantage; if you want great speed, you must have great power and great consumption of coal, and you must have greater danger.

6413. You

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6413. You are speaking of their working at full power?—I am.

6414. What would be the average speed of those vessels?—That is their average speed, between 11 and 12 knots.

6415. Mr. *Currie.*] All the year round; at all seasons?—They never vary in speed, but they do not make the passage in the same time at every season; that is their speed, but of course when they come against the monsoon they sometimes are reduced to four or five knots. I do not mean that they run from Aden to Bombay at an average of 11 or 12 knots. I suppose the average is not more than eight.

6416. *Chairman.*] Is there not a great difference in the speed which you can get out of a vessel at certain periods of the year, owing to the difference of condensation?—There is a certain difference; when the condensation is not so perfect, the speed is not so good, probably by half a revolution; the variation is very slight.

6417. Has not the high temperature a great effect upon the coal; does not it diminish the power of the coal in working?—If you keep coal in India for any great time it deteriorates.

6418. That depends very much upon the temperature, does not it, and the time at which the coal is laid in?—It makes no difference as to the time at which the coal is laid in; if you keep coal lying upon the beach at Aden for two or three years it dries up, but a short period makes no difference.

6419. Mr. *Currie.*] What is the difference of time occupied in voyages, at favourable and unfavourable seasons of the year?—In the favourable season, from Bombay to Aden, I think, in about 8¼ or 8½; in the monsoon it is 11, 12, and 13.

6420. Mr. *H. Berkeley.*] You have stated that the "Adjdah" and the "Feroze" are vessels equal to any vessels, and very nearly equal to the improvements of the present day?—Yes.

6421. Are you not aware that we have had it in evidence that they only go eight and a half knots an hour?—I have timed them myself on their trials.

6422. It is in evidence that they go only eight and a half knots an hour; are you prepared to contradict that?—I am prepared to contradict it.

6423. Eight and a half knots an hour on the average?—I do not probably understand what you mean by average.

6424. Are you prepared to say that their speed upon the average, right through the year, is eight and a half knots under all weathers in those seas?—I was in the habit o trying

trying those vessels myself on all occasions, and I found that their general rate was from 11 to 11½ knots an hour. In a gale of wind, a steamer will not go so fast as in fine weather.

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6425. Mr. *Cowper.*] Was that in smooth water?—That was in smooth water, ordinary weather; that is the "Adjdah" and the "Feroze." The "Akbar" and the "Victoria" are not so fast.

6426. *Chairman.*] What weight had you on the valves at the time?—I think 11 lbs., but I am not quite sure.

6427. That was the largest pressure you ever put on?—On those vessels; the "Akbar" only had five lbs., and the "Victoria" only five lbs.

6428. Mr. *H. Berkeley.*] Are you aware that that rate is far exceeded by Mr. Cunard's line?—I do not think you quite understood my answer. I am not stating the time from Aden to Bombay, but the speed of the vessels.

6429. But the rate of going generally is an average of eight and a half knots, I understood you to say?—I do not recollect saying so.

6430. You say they are equal to the improvements of the present day; are you not aware that Mr. Cunard's line goes infinitely faster than that?—I do not know anything about Mr. Cunard's line; I know from report that they are very fine steamers, but I do not think they are finer than the "Feroze" and "Adjdah."

6431. Do you suppose that the vessel which you name, the "Feroze," would make eight and a half knots from New York to England?—Quite.

6432. That it might do that?—If it had weather which permitted it.

6433. Are you not aware that the vessels on Mr. Cunard's line make 12 knots and 11½ knots?—I did not say that the "Adjdah" would not make 11½.

6434. When you were speaking of the improvements of the present day, you stated that those two vessels possessed the improvements of the present day?—You did not understand me; I said they had nearly kept pace with the improvements of the present day.

6435. Do you mean that eight and a half knots keep pace with eleven knots?—I did not say eight and a half; the rate of going is eleven and a half; it depends upon the weather.

6436. Do you mean that upon the average of all weathers,

 including

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including gales of wind, their general average is 11 knots?—No.

6437. Do you think, allowing that those vessels make eight and a half knots an hour, you can pretend to say that those vessels are equal to the improvements of the present day?—I did not state that; my answer to the question was, that the "Adjdah," and "Feroze" were nearly equal to the best vessels of the present day; that if you put them together, take one of Cunard's line, and take the "Adjdah," Cunard's will be very little superior; that is my belief.

6438. Then of course you impugn the correctness of the statement which we have, and which all the world has, that Cunard's line can make 11½ knots upon the average?—I do not impugn it; I do not know anything at all about it.

6439. Mr. *Cowper.*] Will you state how many vessels you consider are necessary to keep up the two communications from Bombay to Suez and to Aden, or rather, I should like to know, what is the total number of vessels which you think is necessary for the mail service from Bombay?—We employ four now for one line, and I think it is not too many.

6440. How many for the bi-monthly line?—There are no particular vessels set aside for that service.

6441. How many would it take to keep up the communication through the year?—There ought to be three vessels set aside for the bi-monthly.

6442. So that you ought to have seven vessels in constant employment for the conveyance of the mails?—I think that would be abundance of vessels; you would do the service better by having that number; but you could do it with fewer. For instance, the line to Suez could be conducted by three vessels, and the line to Aden by two; but we have put three for one, and four for the other.

6443. How many vessels are kept by the East India Company for this packet service?—Four.

6444. But we have a list here of twelve; are they not all employed on the packet service?—If one of the vessels which are employed in the packet service should break down, or anything should go wrong, a vessel would be taken from other purposes, as a matter of course; but generally four vessels are set aside as packets, and are employed on that service only.

6445. Then, if seven only are necessary for that service, the other five are to be considered as lay-by vessels, to be kept

kept in case of accident to the others?—No; I do not understand that there are 12 vessels kept for the packet service.

6446. Is the "Atalanta" at present employed?—No, not in the mail service.

6447. The "Auckland?"—She is a steam frigate, not employed in the mail service, but employed occasionally as a steam frigate in the bi-monthly.

6448. The "Berenice?"—The "Berenice" is a troop ship, and not employed in the mail service.

6449. The "Feroze?"—She is a packet.

6450. The "Medusa?"—The "Medusa" is a small iron vessel not employed in the mail service.

6451. The "Muzzuffur?"—She is a steam frigate employed occasionally in the bi-monthly.

6452. The "Queen?"—She is a steam frigate employed occasionally in the bi-monthly.

6453. The "Semiramis?"—She is a steam frigate, employed in China, I think, now.

6454. The "Sesostris?"—She is a steam frigate; she would be employed in the bi-monthly if required.

6455. The "Victoria?" The "Victoria" is a packet.

6456. Are you able to state the cost of coals at Aden?—I am not able to state what they cost; I can state very nearly what they are laid in for generally. I think about 1 *l.* 10 *s.* or 1 *l.* 12 *s.* a ton; that used to be the rate. I think they are cheaper now.

6457. At Suez?—I have no knowledge of Suez.

6458. At Bombay?—At Bombay 1 *l.* 10 *s.* or 1 *l.* 9 *s.*; the contracts vary.

6459. Mr. *Divett.*] Just explain the distinction between the cost and what they are laid in for?—The cost includes the deterioration in the coal, the landing, and the shipping charges; and the care of them.

6460. Mr. *Currie.*] Are they Newcastle coal?—West Hartley coal; I do not think we have any Newcastle; hard splint Scotch coal.

6461. Mr. *Cowper.*] Then the price which you have mentioned is that at which they are delivered by the merchant at the respective places?—At the respective places; I cannot state the price very correctly, because every contract almost varies.

6462. *Chairman.*] Viewing the question practically, should the vessels which are employed on the Bombay and Suez line be vessels such as those employed by the Peninsular and Oriental Company, or moderate sized vessels, such for instance

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instance as the "Akbar?"—It is quite a question of expense; if they can afford to pay for the coal, the larger the steamers the better, within the limits of the requirements and safety.

6463. Do you think that a larger character of vessels is required by the wants of Bombay?—I think so.

6464. Larger than what is employed at present?—Not larger than the "Muzzuffur," the "Feroze," and the "Adjdah."

6465. Besides the passengers' baggage, or jewels and bullion, could persons convey freight by the Indian navy packet vessels; has merchandise been sent or offered for transmission by those vessels?—They are not allowed to carry merchandise; they carry sample packages.

6466. What is the difficulty about carrying merchandise?—I am not aware; I see no difficulty, as far as a sailor can see it; but there is some legal difficulty, I believe.

6467. Do you think that the employment of the vessels or the officers of the Indian navy on the mail service, diminishes their efficiency for the war service?—On the contrary, I think the best exercise for war service is exercise in time of peace.

6468. Do you think there is any objection actually raised to the service by the officers in the Indian navy?—No; I believe the officers of the Indian navy would see with great regret the mails removed from the service.

6469. Sir *James Hogg.*] Before 1844, when the Peninsular and Oriental Company commenced their service from Suez to Calcutta, I believe the steamers of the East India Company from Bombay to Suez afforded the only steam communication between India and this country?—The only steam communication.

6470. And being the only steam communication, I believe that at certain seasons of the year those vessels were very much and very inconveniently crowded?—They were; particularly for the three or four fine months.

6471. Would the state of things which then existed afford any criterion whatever as to the state of things which have existed since 1845, during which the Indian Government have had improved steamers, and the Peninsular and Oriental Company have also run steamers from Calcutta to Suez?—Certainly not.

6472. It has been stated to this Committee that some of the vessels of the East India Company placed on the line for the conveyance of passengers have only a single water-closet, and that water-closet in the paddle-box; is that correct?—No, not

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not at all correct. The rule is to put as many water-closets into the cabins as the safety of the ship will permit; no water-closets are put into the cabins in the centre of the ship, where the pipes would be below the water in bad weather. The "Feroze" and "Adjdah" are fitted differently; the "Feroze" and "Adjdah" have got a ladies' cabin, in which there are water-closets on each side, and there are two others in other parts of the ship below. They have not got water-closets in each cabin.

6473. I believe in the old vessels in every cabin for a family or for two persons there was a water-closet?—There was, with the restriction which I have just mentioned, where the water-closet pipes would necessarily be too near the water, or below it in bad weather.

6474. Those cabins were appropriated to gentlemen?—Generally; and there was a water-closet on each side close to them.

6475. I think you said that the steam vessels between Bombay and Suez, though they do not carry bales of merchandise, carry samples for the merchants?—They do.

6476. As well as parcels?—And parcels.

6477. What is the greatest number of passengers placed in any of the cabins of the steamers used by the East India Company, between Bombay and Suez?—Two, I think, with the exception of probably one cabin on each side in each ship, which are called treble cabins.

6478. But the usual accommodation of each cabin, is for two passengers only?—Two only; but three ladies may take a cabin if they choose, but they are only fitted for two.

6479. That is optional, and an arrangement which reduces the expense?—Yes; there is a published tariff, in which it is stated, how many a double cabin may be taken for; I think a gentleman and lady may go, or three ladies.

6480. In those vessels, whose duty is it to look after the luggage of the passengers, and those matters of detail; is it the duty of the officer commanding the steamer, or of the first officer, or the duty of the purser?—It is the duty of the gunner; the gunner looks after the baggage, and there are certain days set apart for access to the baggage; in fact, every day after about 11 o'clock, people are allowed to go to their baggage if they like, and any baggage is got on deck which may be called for.

6481. Is there any duty which the senior officers, or any duty which the commanding officer is called upon to perform,

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form, which is derogatory to their station as gentlemen and officers?—Certainly not.

6482. I believe when the service was first commenced, there was some objection on the ground of its being a service which the officers did not contemplate at the time they were engaged?—There was, and there was a change made in the service in consequence.

6483. I believe in consequence of that dissatisfaction, and in order to remove every possible ground of complaint, the Government allowed every gentleman who was dissatisfied to leave the service with the pension of the grade above his rank?—In some cases, it was the grade above.

6484. And in all cases, it was upon advantageous terms?—In all cases it was with an advantage, to the extent of one-third of the service.

6485. And in consequence of that, many left?—They did.

6486. Since that, every officer has entered the service with a knowledge of this particular duty?—He has.

6487. Have you, in the course of your experience, heard them complain of its being derogatory?—Never; in fact, the command of the steam-packets is eagerly sought after by officers who are fit to command them; it is, in many cases, much more convenient for a naval officer to be up the gulf, or on a station, than running in and out of Bombay.

6488. Are there any steamers established by the merchants of Bombay, or by the natives of Bombay, from that port to any other at present?—There are two or three steamers to Surat; when I left India, there was the Bombay Steam Navigation Company, with a line of steamers to Kurachee.

6489. Was there ever a steamer from Bombay to Ceylon?—There was the Ceylon Government steamer, the "Seaforth," established there.

6490. Does that run now?—I am not aware; I believe not.

6491. I believe that has ceased?—I think so.

6492. There is a steamer, I believe, from Bombay now to Ceylon, run by the Peninsular and Oriental Company?—Yes.

6493. Mr. *Willcox.*] How many days upon the average have the parties in Bombay to answer their letters, that is, from the period of the arrival of the inward mail to the outgoing of the proximate one?—The mail generally arrives, I think,

I think, about——; I would rather have the return than answer that question; I am not quite certain.

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6494. Did you ever hear any complaints made by the community or merchants of Bombay, that they had not time enough to answer their letters?—No; I think the arrangements afford generally as much satisfaction as can be expected; people are aware that the best that can be done for their convenience is done.

6495. Mr. *Mangles.*] Would not it be an advantage to accelerate the mail?—Certainly.

6496. Mr. *Plowden.*] Would that advantage be commensurate with the immense outlay of money for the increased power that must be necessary to insure it?—I think not; I think you might increase the speed by having very powerful ships. With regard to my evidence about the "Adjdah" and "Feroze" in connexion with that line, I mean to say that the "Adjdah" and "Feroze" are very nearly up to the speed of the present day. I do not say that you cannot improve them, but if you got a larger vessel of 2,000 or 2,500 tons, the expense of coal would be so enormous, that you would not have a commensurate advantage; the difference would be half a day or a day in speed, and that would not pay for the extra quantity of coal.

6497. That would not be compensated by the advantage as regards the commercial correspondence?—I think not.

James Blyth, Esq., called in; and Examined.

6498. *Chairman.*] ARE you connected with the Mauritius?—I am.

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6499. What is the name of your firm?—H. and J. Blyth and Greene of London; we also have a colonial firm of Blyth Brothers and Company of Port Louis, Mauritius.

6500. Are you cognizant of the transactions which have taken place in the Mauritius with reference to steam communication?—I am.

6501. We have had it in evidence that the Legislative Council of Mauritius offered the sum of 12,000 *l.* for a steam communication between the Mauritius and Aden?—They did.

6502. And your house was prepared to undertake that communication for that sum?—It was.

6503. And that communication would have been undertaken before this time had it not been that the acquiescence

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of the Colonial Office has not been given to that proposal?—It would.

6504. The affair stands in that way at present?—Yes; it is, I believe, held in abeyance, chiefly on account of the inquiries now making before this Committee.

6505. The Committee are desirous of ascertaining from you, as a person deeply interested in the colony yourself, and having a knowledge of the wishes of the colonists, what their opinion generally is with regard to the establishment of a communication with England; whether in voting the sum of 12,000 *l.* the Legislative Council had in view a direct communication to Aden, or whether a similar sum would have been voted for a line which would have given them a communication to England, but not so direct, *viâ* Ceylon?—I find that the Legislative Council of Government of Mauritius have made two votes in favour of a direct communication with Aden; one was a vote passed in September. The first vote was made on the 19th of October 1849, of 7,000 *l.* per annum, for five years, for steam communication *viâ* Aden. No parties offering to perform the service for this sum, the matter was again brought before the Council; and on the 19th of September 1850, 12,000 *l.* a year, for five years, was voted on the proposition of the then Governor, Sir George Anderson, for a monthly communication, which was to include the Island of Bourbon and the dependencies of Mauritius, it being contemplated that the Bourbon Government or the Government of France would contribute a portion of that 12,000 *l.* The Mauritius Government undertook the service.

6506. Mr. *Divett.*] By screw steamers?—It was not defined what description of ships should be employed. The sum was voted for the purpose of obtaining the communication, either by screw or paddle wheel steamers.

6507. Mr. *Cowper.*] But by steam?—By steam. It was not defined what class of ships should be employed; that is the proposition which now remains in abeyance.

6508. *Chairman.*] Do you believe that the same sum would have been voted for a communication to Ceylon?—I think not; the difference of time to be occupied in going to Ceylon would so much retard the communication with this country. I believe the Council considered, in voting 12,000*l.* a year, that it was a large sum for the colony to pay, but the inducement was a rapid communication with Europe.

6509. Do you see any great advantage to the colony in giving them an Indian steam communication?—I do not see any

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any very great advantage to the colony. It would no doubt be an advantage, but nothing to be compared with the importance of a rapid communication with England.

6510. What is the character of the trade between India and the Mauritius?—The trade is chiefly, I may say entirely, consisting in the importation of grain from India to the Mauritius; there is no trade from the Mauritius to India.

6511. No trade?—No trade whatever.

6512. In fact, whatever trade there is between the Mauritius and India is a trade not likely to be carried on in steamers?—Certainly not.

6513. Mr. *Cowper.*] Are there not a good many emigrants from India to the Mauritius?—There are.

6514. Do you think they would be able to pay for a passage on board a steamer?—I question whether emigration of labourers by means of steam communication can be carried on with advantage to the colony, the cost must necessarily be so much greater than by sailing vessels.

6515. Unless they took their places as deck passengers; then might not the greater speed effect an economy that would be commensurate with the greater expense of conveyance?—The transport of Coolies to the Mauritius is carried on at a very small expense per head; I think those vessels could not be employed advantageously in carrying mere labourers in competition with sailing ships.

6516. Mr. *Currie.*] Is there a great deal of bullion sent from India?—There is a considerable sum.

6517. *Chairman.*] In reference to the assistance which you think it likely the French Government would give if the communication were combined with Bourbon, do you imagine that that assistance would be given to any other communication but the direct one to Aden?—I think not. I have had a letter from a French gentleman, a merchant of Bourbon, since this Committee met last, and he writes me from Paris, dated the 13th of this month, in which he distinctly states that the Bourbon people have a very decided preference for the short route by Aden.

6518. Have you calculated at all the difference in time between the line *viâ* Ceylon and the direct line to Aden?—No, I have not made that calculation very correctly. I have a calculation made as to the difference between the Mauritius and Ceylon, and the Mauritius and Aden; but I have not had a calculation made of the difference of time or distance between Ceylon and Aden.

6519. Will you give the Committee an estimate of the difference

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difference between the Mauritius and Ceylon, and the Mauritius and Aden?—The distance between Mauritius and Aden is 2,470 miles, the distance between Mauritius and Point de Galle, Ceylon, is 2,120 miles.

6520. You do not know what the distance from Ceylon to Aden is?—I do not; but I think I could establish it within a few miles. It is about 2,000 miles.

6521. It is as near as possible a triangle?—Very nearly so.

6522. Has your attention been turned to the proposals which have been made by the Company which is now carrying on the communication between England and the Cape of Good Hope, for extending that communication from the Cape, *viâ* the Mauritius to India?—It has.

6523. What are your views with reference to that line, as a commercial man?—If the question applies simply to the communication between this country and the Mauritius, I should incline to prefer the other route.

6524. We understood you distinctly to state, that your belief is, that the feelings of the people in the Mauritius are in favour of the direct line *viâ* Aden?—Yes.

6525. I now ask a separate question altogether as to the line round the Cape of Good Hope; what, in your opinion, the effect would be upon those countries with which that line would communicate?—I think decidedly to benefit all the countries so brought into communication.

6526. Do you think there is a sufficient trade to justify a company to open a line as a matter of private enterprise from England to the Cape, thence to the Mauritius, Ceylon and Calcutta?—As a matter of private enterprise, I think decidedly so; but I think some assistance on the part of the Government would be necessary, at all events in the early stage of the operations of the Company, such a contribution as had been made to the Company for its line as far as the Cape.

6527. Are you aware that the present contributions which are given by the Government, are given for postal service only?—Yes.

6528. Do you consider there is any postal service between the Cape of Good Hope and the Mauritius, and the Mauritius and Ceylon, which would justify the Government giving a grant under that head?—I doubt whether Government could very well justify the giving a postal grant, as between the Cape, Mauritius, and India, inasmuch as the Government would be met by the argument, that a quicker and a very good communication already exists between Calcutta and England

England by Ceylon and Aden; so far as the public question goes, I think the Government would have to answer that difficulty.

6529. You do not think there is a sufficient postal communication to justify the Government in proposing a contract for that service?—Unless you also took into consideration the advantages of an intercolonial communication; but as far as the communication between Great Britain and India is concerned, the shorter route no doubt would be preferred, and would be considered the most advantageous.

6530. Do you believe that the intercolonial communication from the Cape to the Mauritius and India is to any great extent?—It is considerable.

6531. In reference to commercial matters?—Commercial communications; but of course its importance is very different to that which attaches to a communication between the Governments of India and Great Britain.

6532. Have you any suggestions to make to the Committee as to this communication, which you think would be advantageous in any new arrangements of the Indian communication?—No; I have not looked at the question with the intention of offering evidence upon that subject. I think upon imperial grounds, national grounds, it would be very desirable to have at least one communication free to us round the Cape in the event of war, or any circumstances arising to prevent the regular transit of the mails overland.

6533. Admiral *Bowles.*] Is the trade between the Cape and the Mauritius considerable?—It is not; it is confined chiefly to the supply of cattle, butter, and certain articles of Cape produce.

6534. Not sufficient to make it an object to have a rapid postal communication on commercial subjects?—Not of sufficient magnitude to render the question of much importance, but I think it would be very desirable.

6535. Would the Government of the Mauritius be inclined to contribute any part of the expense which might be required to keep up a postal communication between the Cape and the Mauritius?—I do not believe the government of the Mauritius would vote any considerable sum for that purpose. The colonists of the Mauritius are extremely anxious to enjoy the advantages of rapid communication between Europe and the island; hence, for so small a colony, the considerable vote of 12,000*l.* a year.

6536. What is the usual course of post now between England and the Mauritius?—The course of post by Ceylon is

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is performed between Mauritius and Ceylon by means of small schooners, to Point de Galle, thence by the Peninsular and Oriental Company's steamers to Suez, and the time occupied is from 58 to 62 or 63 days.

6537. Mr. *Currie.*] How soon can an answer be returned?—It would be more than double. I was going to add, that this service is frequently interrupted by the non-arrival of the schooners at Ceylon in time for the overland mail; this has happened three times consecutively within the last few months.

6538. Admiral *Bowles.*] On the average, what is the usual time in which you get your letters to the Mauritius; in how many days?—I should say the average course of post out and back would be 150 to 160 days.

6539. Are you aware that, according to the existing regulations, the letters arrive at the Cape from England in about 35 days or less?—Thirty-seven or 38 days I think has been the shortest time yet occupied.

6540. What is the usual time taken by steam communication between the Cape and the Mauritius?—No regular steam communication has yet been established between the Cape and the Mauritius, but the vessels which have gone have made the passage in from 18 to 22 or 23 days.

6541. Not in less?—I think not.

6542. *Chairman.*] A steamer has occupied 18 days in going from the Cape to the Mauritius?—Yes, the voyages have not been successful; it ought not to occupy so long, for I see the distance is only 2,590 nautical miles, allowing for the necessary detour.

6543. Mr. *Currie.*] What is the experience as to steam vessels between Mauritius and the Cape at present?—There have been none at present, except vessels casually stopping; they have not been running for the purpose of making the most rapid communication.

6544. From the latest communication you have had from Mauritius, what do you think is the feeling generally of the people there with regard to steam communication with England?—I have had no very recent communication from Mauritius on the subject; at one time they were extremely anxious for a rapid communication with Aden, but I understand that less interest is attached to it since it is expected that communication with the Cape by screw steamers will be established.

6545. *Chairman.*] That means I suppose, since they have expected

expected that the Government will give a grant for the service?—Yes, it is a question of economy; Mauritius, I am sorry to say, is in a condition to make it desirable to them to save 12,000 *l.* per annum.

6546. Mr. *Cowper.*] Will you give the Committee the date of the withdrawal of the 12,000*l.*?—It has not been withdrawn.

6547. Therefore the vote of the Council still holds good as regards that 12,000*l.*?—It still holds good, I apprehend.

6548. Mr. *H. Berkeley.*] Are you an extensive shipowner?—I am.

6549. Of the firm of Blyth and Greene?—I am.

6550. Is it your opinion that the Government would be justified in subsidising a mere commercial line, that is, ships carrying cargoes, the postal communication not being made the first consideration? Would it not be hard on the interests of merchants generally that ships should be so subsidised?—The advantages of an intercolonial communication between Great Britain and a line of colonies, such as the Cape of Good Hope, Mauritius, Ceylon, and India, would, I think, to a great extent, justify some assistance; I would not say to the same extent that is paid for the communication between Great Britain and India, or Great Britain and our American colonies.

6551. But if adopted as a general rule, that is, subsidising vessels which are to carry merchandize, would it not give great discontent to shipowners?—I have not met with any very strong feeling on the part of shipowners adverse to the subsidies which have been voted for this special service.

6552. Are you not aware that such a feeling prevails strongly in London?—I do not think it does. I think that feeling does not prevail very strongly.

6553. Have you seen a letter addressed by Mr. Young to the Committee here?—I have not.

6554. Mr. *Currie.*] Do you think that when the Bourbon people find they cannot get the Aden line they will join in assisting the line to the Cape?—I do not think the Bourbon people would; they have already a Government steamer at Bourbon, which is sent to Aden whenever any special or important service is to be performed.

6555. I suppose the great object of the Bourbon people is to communicate with Paris?—Precisely.

6556. Mr. *Divett.*] Do you know much of the state of Bourbon at present?—Generally I know that the island is in a flourishing condition.

6557. *Chairman.*]

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6557. *Chairman.*] In fact, as far as the Mauritius community are concerned, this Committee having been appointed has operated rather against them, by preventing any answer being given by the Colonial Office to their proposition?—I am not aware that Lord Grey has hesitated to act upon the vote of the Council of the Mauritius on that account; that is an inference of my own. I thought Lord Grey, finding that this Committee was appointed, might have hesitated in communicating with my firm, who were disposed to carry out this communication, until he received the report of the Committee.

6558. Have you any other information which you think will be of assistance to the Committee?—The late Governor of the Mauritius, now at Ceylon, writes me frequently, alluding to the extreme importance which he attaches to a rapid communication between Mauritius and England.

6559. And he took a great interest in it?—He took a great interest in it, and he proposed the last grant in the Council himself.

6560. Have you any letter of his there which you wish to read upon that subject?—I do not know that it is sufficiently to the point to render it necessary to give you quotations.

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Account showing the Number of Letters and Newspapers forwarded to and received from India by Packet, during the Month of July 1851, with the Amount of Postage charged upon such Letters and Newspapers, and the Amount of Transit Postage payable to France on account of that Portion of the Correspondence which was conveyed *viâ* Marseilles - - - - - - - - - - - - - p. 434

APPENDIX.

Appendix, No. 1.

LETTER from *G. T. Braine*, Esq. to the Right Hon. the *Chancellor of the Exchequer.* App. No. 1.

Eastern Steam Navigation Company,
Sir, 1 Royal Exchange Buildings, 31 May 1851.

THE Directors of the Eastern Steam Navigation Company desire to bring prominently before you, with as little delay as possible, their willingness to contract for the carriage of the mails between Singapore and Sydney, by means of either screw or paddle.

They also desire to point out, that the accommodation to Australia by screw from Singapore, would be afforded to that country at a mileage cost on 4,600 miles, compared to 13,250 miles *viâ* the Cape of Good Hope, inasmuch as the route to Singapore must of necessity form a portion of the India and China branch.

The Eastern Steam Navigation Company are quite prepared to prove before the Select Committee the necessity of a second and a competing line to India and China, at a greatly increased rate of speed, and to tender for the same immediately, for which they are now building engines and vessels combining all modern improvements.

With great submission, they contend that this is the first point to be settled before the Committee can well decide on the most expedient line to Australia, inasmuch as in contracting for the carriage of the Indian and China mails, the Eastern Steam Navigation Company would be enabled to give Australia the advantage of mail transit between England and Singapore, leaving but one-third of the distance for the carriage of the Australian mails compared to the Cape Line, besides affording direct accommodation to Western Australia and Southern Australia, which the Cape route does not propose to do, and connecting Australia with India and China, as well as with England.

I have, &c.
(signed) *George T. Braine,*
Deputy Chairman.

The Right Honourable
The Chancellor of the Exchequer,
&c. &c. &c.

(True copy of the original.)

(signed) *George T. Braine,*
Deputy Chairman.

Appendix, No. 2.

App. No. 2. PAPERS delivered in by *M. Gladstone*, Esq., 17 June 1851.

RESOLUTIONS of the Liverpool, East India, and China Association, 14 June 1851.

AT a Special Meeting of the Liverpool, East India, and China Association, held on the 14th June 1851, in reference to the important question of Steam Communication with *India* and *China*, now under consideration of a Select Committee of the House of Commons. *Charles Turner*, Esq. in the chair.

Resolved, That in any new contract for the conveyance of the mails between the United Kingdom and India and China, it ought to be stipulated that the navigation throughout be performed at an average rate of 10 ½ nautical miles per hour:

That in order to ensure due attention to the accommodation, comfort, and well-being of passengers travelling on this route, it is necessary to bring the principle of competition to bear in such a degree as existing circumstances admit:

That, consequently, it is expedient that the mail service should not be performed by one company only, as heretofore, but that contracts should be made with two distinct companies, by each of which the mails should be conveyed out and home monthly, so that between the two there shall be a regular bi-monthly conveyance of mails, passengers, and merchandize:

That as public competition and the subsidizing of particular companies cannot co-exist, the public ought to be protected against the exaction of such companies of unreasonable charges for the conveyance of passengers, merchandize, and treasure; and that therefore any new contracts should stipulate the maximum rate of passage-money and freight, and also that the rates for any portion of the route should be fixed according to the mileage rate for the entire route, saving in so far as there may be good ground for special exceptions to this rule, which should also be stated:

That with a view to the better attainment of the object of the preceding resolutions, parties tendering for the contracts ought to be required to affix to their tenders a tariff of the maximum rate of passage-money and freight to which they may be willing to bind themselves:

That it is highly important that the contracts should be effectually thrown open to public competition, the time allowed for building vessels

vessels and the other conditions being such as to enable and encourage all willing and competent parties to tender, and that the tender should be opened and read in the presence of the parties tendering; and that if possible the contract should there and then be awarded to the parties making the most favourable tender:

That, considering the large portion which the value of exports from Liverpool to India and China bears to that of the whole of the United Kingdom, and that the outward and inward tonnage employed between Liverpool and India and China is 38 per cent. of the tonnage of the United Kingdom in the same trade, it is due to the interests of that large portion of the trade represented by the above per-centage that Liverpool should be the terminus on this side of one of the monthly lines of steam communication with India and China, more especially as such an arrangement would also accommodate the trade of the Clyde with India and China, the outward and inward tonnage of which is 12 per cent. of that of the United Kingdom to India and China; the tonnage of Liverpool and the Clyde together being 50 per cent. of the whole tonnage employed in the trade with India and China, as shown in the following figures:

TOTAL TONNAGE of the United Kingdom to *India* and *China*, exclusive of *Mauritius*.

Outwards, in 1850 - - -	339,034
Inwards „ - - - -	325,801
TOTAL - - -	664,835
Of which, Liverpool had, outwards -	135,597, or 40 per cent.
Ditto - ditto - inwards -	116,830, or 36 „
Ditto Clyde - - outwards -	65,689, or 20 „
Ditto ditto - - inwards -	13,018, or 4 „
TOTAL - - -	331,134

That a copy of these resolutions be forwarded to Lord Joscelyn, together with copy of a memorial from this association to the Board of Directors of the East India Company, dated 10th May last year, and having relation to the rates of passage-money and freight levied by the Peninsular and Oriental Steam Navigation Company.

Charles Turner, Chairman.

THE BOMBAY EXPRESS.—Dates of Arrival

—	JANUARY.	Days.	FEBRUARY.	Days.	MARCH.	Days.
1843	24th, 9 a.m.	48	22d, 5 a.m.	46	24th, 11 a.m.	45
1844	19th, 9 a.m.	43	19th, 6.30 a.m.	42	21st, 11 p.m.	43
1845	19th, 4.30 p.m.	43	21st, 9.30 a.m.	45	- - - - -	
1846	6th, 12.45 a.m.	43	3d, 5.30 a.m.	41	8th, 3 p.m.	43
	16th, 7.20 p.m.	39	20th, 6 a.m.	44	20th, 3 a.m.	41
1847	10th, 3.15 a.m.	47	7th, 6 a.m.	45	10th, 10.45 a.m.	44
	16th, 2.45 p.m.	40	23d, 2.10 a.m.	47	22d, 4.45 a.m.	42
1848	5th, 4.30 a.m.	43	5th, 7.15 a.m.	43	5th, 10 a.m.	41
	26th, 4.15 p.m.	50	17th, 2.45 p.m.	41	19th, 2.30 a.m.	41
1849	5th, 5 a.m.	42	3d, 9 a.m.	40	4th, 2 a.m.	39
	13th, 9 p.m.	37	15th, 7.20 p.m.	38	15th, 10 p.m.	36
1850	10th, 7.30 a.m.	47	- - - -	38	5th, 5.15 p.m.	40
	22d, 6.30 p m.	46	15th, 6.15 p.m.	39	16th, 9.15 a.m.	37
	31st, 30 p.m.					
1851	6th, 2 a.m.	42	4th, 2 p.m.	42	—	
	15th, 1 a.m.	39				

—	AUGUST.	Days.	SEPTEMBER.	Days.	OCTOBER.	Days.
1843	17th, 9 a.m.	41	19th, 3 p.m.	43	20th - - -	43
1844	16th, at noon,	39	18th, 3.15 p.m.	42	20th, 10.15 p.m.	43
1845	4th, 9.45 a.m.	41	2d, 5.15 a.m.	40	4th, 6 a.m.	40
	17th, 8.30 p.m.	41	16th, 2.45 p.m.	40	17th, 7 p.m.	39
1846	5th, 8 p.m.	42	3d, 3.15 p.m.	41	3d, 45 p.m.	40
	17th, 5.45 p.m.	41	18th, 3.15 p.m.	42	18th, 5.30 a.m.	41
1847	3d, 6.15 p.m.	40	9th, 8.10 a.m.	47	5th, 1 a.m.	42
	16th, 7.45 a.m.	40	14th, 12.35 p.m.	38	17th, 11.45 a.m.	40
1848	3d, 1 a.m.	40	5th, 1 a.m.	43	6th, 1.30 a.m.	43
	12th, 10.45 a.m.	36	14th, 3.15 a.m.	38	18th, 5.30 a.m.	41
1849	14th, 3 p.m.	50	1st, 6.30 a.m.	39	8th, 8 p.m.	45
	15th, 3.15 a.m.	39	13th, 11.25 a.m.	37	18th, 6.15 p.m.	41
1850	2d, 1.30 p.m.	39	- - - -	38	2d, 3.15 a.m.	39
	12th, 6.45 p.m.	35	18th, 12.15 p.m.	42	18th, 11.30 a.m.	41
	31st, 6.45 a.m.					
1851	—					

at the *Calcutta* General Post Office.

April.	May.	June.	July.
Days.	Days.	Days.	Days.
22d, 5 a.m. 46	22d, 6 a.m. 45	14th, 3 p.m. 37	17th, 6 p.m. 40
19th - - - 43	20th, 9.30 a.m. 42	15th, 9.15 a.m. 39	19th, - - - 42
1st, 2 p.m. 36 17th, 6.15 a.m. 41	18th, 1 a.m. 41	19th, 6.15 a.m. 43	18th, 5.45 p.m. 41
7th, 5.30 a.m. 42	4th, 2 a.m. 41	4th, 3.30 p.m, 41	3d, 8 p.m. 39
17th, 3.15 p.m. 41	18th, 12.30 a.m. 41	17th, 2.30 p.m. 41	18th, 3 p.m. 40
8th, 2.15 a.m. 43	6th, at noon, 43	4th, 7.45 a.m. 41	10th, 6 a.m. 47
16th, 11.15 a.m. 39	15th, 1 p.m. 38	15th, 9 p.m. 39	16th, 1.15 a.m. 39
6th, 7.35 p.m. 42	5th, 1.30 p.m. 42	1st, 6.15 p.m. 38	3d, 9.45 p.m. 40
17th, 6.53 a.m. 41	14th, 5.20 a.m. 37	14th, 1.35 p.m. 38	15th, 11.15 a.m. 38
6th, 6.15 p.m. 41	3d, 5 p.m. 40	- - - 37	7th, 10.10 p.m. 44
14th, 6.35 a.m. 38	12th, 10 p.m. 35	10th, midnight, 34	16th, 30 a.m. 39
	31st, 7.45 p.m.		
2d, 7.45 p.m. 36	1st, 6 a.m. 38	- - - 36	- - - 37
17th, 6 a.m. 41	15th, 6.30 a.m. 37	12th, 3.15 p.m. 36	15th, 7.45 a.m. 38
	30th, 9.45 p.m.	30th, 10 p.m.	

November.	December.	Yearly Average.		Total Average.	
Days.	Days.	Days.	hrs.	Days.	hrs.
24th, 4.30 a.m. 48	20th, 6 a.m. 43	44	2		
20th, 9 p.m. 44	21st, 9 p.m. 44	42	4		
4th, 6.45 p.m. 41	7th, 10.23 a.m. 44	40	8		
17th, 10.30 p.m. 41	22d, 9.30 a.m. 45	41	20		
6th, 6.45 a.m. 43	15th, 3.45 p.m. 52	42	8		
22d, 5.30 a.m. 46	24th, 5 a.m. 47	42	0		
13th, 8.45 p.m. 50	7th, 8 a.m. 43	44	8		
17th, 9 p.m. 41	22d, 8 a.m. 44	40	14	41	5
6th, 7.45 p.m. 43	6th, 9.45 a.m. 43	41	18	40	11
13th, 2 a.m. 37	16th, 5 a.m. 39	39	18		
8th, 2.45 p.m. 45	5th, at noon, 42	42	0		
15th, 10.15 a.m. 38	17th, 8.15 a.m. 40	37	16		
3d, 10 a.m. 40	2d, 3 a.m. 39	38	22		
14th, 9.45 a.m. 38	18th, 2.15 a.m. 41	39	6		

THE PENINSULAR and ORIENTAL STEAMERS.—

N. B.—The Hour given is that at which the Steamers

—	JANUARY.			FEBRUARY.			MARCH.		
			Days.			Days.			Days.
1845	- - - - -			- - - - -			8th, 3 p.m.		43
1846	6th, 5.20 p.m.		48	4th, 7.45 a m.		42	9th, 11.30 a.m.		44
1847	*8th, 1 p.m.		45	8th, 9.30 a.m.		46	10th, 5 p.m.		44
1848	8th, 2 p.m.		46	5th, 3 p.m.		43	6th, 7 p.m.		42
1849	5th, 2 p.m.		42	4th, 11 a.m.		41	7th, 1.30 p.m.		42
1850	10th, 2.30 p.m.		47	4th, 6.20 p.m.		42	6th, 5.30 p.m.		41
1851	*4th, 4 p.m.		40	*1st, 3 p.m.		39	—		

—	AUGUST.			SEPTEMBER.			OCTOBER.		
			Days.			Days.			Days.
1845	*3d, 3 p.m.		40	3d, 10 a.m.		41	4th, 6 a.m.		40
1846	*4th, 11 a.m.		41	*3d, 8 a.m.		41	4th, 6 p.m.		41
1847	*3d 5 p.m.		40	*4th, 4 p.m.		42	5th, 1 p.m.		42
1848	5th, 4 p.m.		42	*4th, 4 p.m.		42	7th, 11 p.m.		44
1849	*6th, 2.30 p.m.		42	2d, 11.45 p.m.		40	*8th, 6 p.m.		45
1850	- - - -		36	- - - -		38	- - - -		37
	31st, 6 p.m.		-	*30th, 6 p.m.		-			
1851	—			—			—		

The dates marked thus * show the 22 occasions on which, it

The Peninsular and Oriental Company's Steamers have beaten the Express 22 times advance of the Steamer. The foregoing statement also shows that the average time years, was 41 days 5 hours, and by the steamers, during a period of five years, 42

STEAM FLEET of the Peninsular and Oriental Steam

	Tons.	Horse-power.
Suez and Calcutta Service:		
Hindostan - - - - - - - - - - -	1,800	520
Oriental - - - - - - - - - - -	1,600	500
Haddington - - - - - - - - - - -	1,500	500
Bentinck (gone home for repairs) - - - - -	1,800	520
Precursor (spare ship) - - - - - - -	1,600	500
Calcutta, Penang, Singapore, and China:		
Erin - - - - - - - - - - -	850	280
Lady Mary Wood - - - - - - - - -	650	260
Bombay and China Service:		
Pekin - - - - - - - - - - -	1,180	430
Achilles - - - - - - - - - - -	1,000	420

Dates of Arrival off *Calcutta*.

Arrived at the P. and O. Co.'s Depôt, Garden Reach.

April.	May.	June.	July.
Days.	Days.	Days.	Days.
6th, 12 noon, 41	4th, 6.30 p.m. 41	6th, 4.30 p.m. 43	3d, 2 p.m. 40
*5th, 1 p.m. 40	4th, 4.30 p.m. 41	5th, 10 a.m. 42	3d, midnight, 39
*6th, 7 p.m. 41	6th, 5 p.m. 43	5th, 5 p.m. 42	*6th, 8 p.m. 43
9th, 4 p.m. 45	8th, 5 p.m. 45	4th, 4 p.m. 41	6th, 6 p m. 43
*6th, 12 noon, 41	6th, 1.45 p.m. 43	4th, 1 p.m. 41	9th, 7.45 p.m. 46
5th, 6 p.m. 39	- - - 36	2d, 6 p.m. 39	- - - 36
*30th, 3.15 „		*29th, 4.30 „	*30th, 5.15 p.m.

November.	December.	Yearly Average.	Total Average.
Days.	Days.	Days. hrs.	Days. hrs.
7th, 8 p.m. 44	8th, 3 p.m. 45	41 19	
6th, 6 p m. 43	*15th, 8 a.m. 52	42 10	
*4th, 11 a.m. 41	7th, 10 a.m. 43	42 16	
9th, 8.30 p.m. 45	8th, 3.40 p.m. 45	43 14	42 3
11th, 5.30 p.m. 48	7th, 7 p.m. 44	42 22	
*1st, 10.15 a.m. 38	6th, 8 a.m. 43	39 8	

will be perceived, that the Steamer has beaten the Express.

during the above period, and on nine occasions the Express was less than 12 hours in occupied between England and Calcutta by the Express, during a period of seven days 8 hours.

C. W. Howell, Secretary.

Navigation Company in *India*, *China*, and the *Mediterranean*.

	Tons.	Horse-power.
Bombay and China Service—*continued*.		
Malta	1,225	450
Braganza	800	280
Canton (Canton local service)	400	150
Southampton and Alexandria Service:		
Indus	1,400	450
Ripon	1,500	450
Pottinger	1,400	450
Two new steamers building	2,000	800
	2,000	800
New Service (Malta and Constantinople):		
Singapore	1,200	500
Ganges	1,200	500

Appendix, No. 3.

DATES of the VOYAGES of the CONTRACT PACKETS between *Suez*

Name of Vessel.	Left Suez.	Arrived at Ceylon.	Arrived at Calcutta.
Bentinck - - -	8 Jan. 4 p.m.	27 Jan. 7.35 a.m.	4 Feb. 6.15 p.m.
Haddington - -	8 Feb. 5.30 p.m.	26 Feb. 6 p.m.	5 Mar. 11 a.m.
Precursor - - -	11 Mar. 6 p.m.	29 Mar. 3 p.m.	5 April, 5.15 p.m.
Oriental - - -	8 April, 5.30 p.m.	24 April, 6.45 a.m.	30 April, 3.20 p.m.
Haddington - -	9 May, 4.15 p.m.	26 May, 3 p.m.	2 June, 5.30 p.m.
Hindostan - - -	7 June, 3.45 p.m.	23 June, 6.20 a.m.	29 June, 4.30 p.m.
Oriental - - -	8 July, 6.45 p.m.	24 July, 5.50 a.m.	30 July, 4.45 p.m.
Haddington - -	8 Aug. 3 p.m.	24 Aug. 3.42 p.m.	31 Aug. 7 p.m.
Hindostan - - -	9 Sept. 9.30 a.m.	24 Sept. 6.40 a.m.	30 Sept. 6.10 p.m.
Oriental - - -	9 Oct. 4.25 p.m.	25 Oct. 7.5 a.m.	1 Nov. 10.10 a.m.
Haddington - -	7 Nov. 4.40 p.m.	26 Nov. 7.16 a.m.	5 Dec. 7.30 a.m.
Hindostan - - -	10 Dec. 10.15 p.m.	28 Dec. 6.10 a.m.	1851: 4 Jan. 4.10 p.m.

CONTRACT PACKETS between

Name of Vessel.	Left Calcutta or Sand Head.	Arrived at Ceylon.	Arrived at Suez.
Oriental - - -	8 Mar. 8.20 a.m.	18 Mar. 6.45 a.m.	3 April, 0.45 p.m.
Haddington - -	10 April, 0.30 p.m.	17 April, 2.20 p.m.	6 May, 5.30 p.m.
Hindostan - - -	5 May, 6.50 p.m.	13 May, 6.15 a.m.	31 May, 2.55 p.m.
Oriental - - -	3 June, 6 a.m.	13 June, 3.10 p.m.	5 July, 6 a.m.
Haddington - -	5 July, 10.30 p.m.	13 July, 10.5 a.m.	4 Aug. 2.30 p.m.
Hindostan - - -	8 Aug. 10.41 a.m.	17 Aug. 4 p.m.	6 Sept., midnight.
Oriental - - -	8 Sept. 10.20 a.m.	18 Sept., noon -	6 Oct. 6.30 a.m.
Haddington - -	10 Oct. 0.50 p.m.	17 Oct. 7.40 a.m.	5 Nov. 3.50 p.m.
Hindostan - - -	10 Nov. 3 p.m.	16 Nov. 11.20 a.m.	3 Dec. 11.40 p.m.
Oriental - - -	8 Dec. 10.25 p.m.	16 Dec. 6.30 a.m.	1851: 1 Jan. 10.30 a.m.
Haddington - -	1851: 8 Jan. 7.40 a.m.	17 Jan. 6.15 a.m.	3 Feb. 9 a.m.
Hindostan - - -	9 Feb. 8 p.m.	16 Feb. 6.50 a.m.	4 Mar. 8.40 p.m.

Appendix, No. 3.

and *Calcutta*, 1850, transmitted from the Admiralty 24 June 1851.

Time on Voyage.	Stay in Port.	Time under Weigh.	Total Voyage allowed by Contract.	Stay allowed by Contract.	Under Weigh allowed by Contract.
Hrs. min.	Hrs. min.	Hrs. min.	Hrs.	Hrs. min.	Hrs.
658 15	64 25	593 50	630	108 0	522
593 30	57 31	535 59	630	108 0	522
599 15	51 20	547 55	630	108 0	522
525 50	36 50	489 0	630	108 0	522
577 15	50 5	527 10	630	108 0	522
528 45	50 45	478 0	630	108 0	522
526 0	46 10	479 50	630	108 0	522
556 0	50 15	505 45	630	108 0	522
513 10	43 50	469 20	630	108 0	522
545 45	33 20	512 25	630	108 0	522
662 50	50 19	611 31	630	108 0	522
593 55	43 17	550 38	630	108 0	522

Calcutta and *Suez*.

Time on Voyage.	Stay in Port.	Time under Weigh.	Total Voyage allowed by Contract.	Stay allowed by Contract.	Time under Weigh allowed by Contract.
Hrs. min.	Hrs. min.	Hrs. min.	Hrs.	Hrs. min.	Hrs.
628 25	62 20	566 5	663	120 0	543
629 0	79 20	549 40	663	120 0	543
621 55	72 0	549 55	663	120 0	543
768 0	88 5	679 55	663	120 0	543
712 0	75 0	637 0	663	120 0	543
709 19	66 0	643 19	663	120 0	543
668 10	50 32	617 38	663	120 0	543
627 0	51 50	575 10	663	120 0	543
560 40	94 5	466 35	663	120 0	543
564 5	63 15	500 50	663	120 0	543
625 20	51 23	573 57	663	120 0	543
552 40	77 20	475 20	663	120 0	543

Appendix, No. 4.

PAPER delivered in by *A. Anderson*, Esq., 24 June 1851.

App. No. 4.

A STATEMENT of the Principal Facts connected with the Establishment and Extension of STEAM COMMUNICATIONS with *India, China*, &c., by the Peninsular and Oriental Steam Navigation Company.

IN order to render the following statement more intelligible, it is necessary to advert to some facts relative to the origin and proceedings of the enterprise which resulted in the formation of the above company, during a short period antecedent to the establishment by it of the steam communications with India.

The enterprise alluded to was originated by a few individuals, who, in the autumn of the year 1835, determined to attempt the establishment of a steam packet communication with Lisbon, Cadiz, and Gibraltar. They commenced by hiring some steam vessels and running them between London and those ports. They lost considerable sums on the experimental voyages thus made; but finding the traffic in passengers and freight gradually increasing, and considering that the then inferior mode of conveying the mails by sailing vessels would be eventually superseded by steam conveyance, they determined to construct vessels for providing a more frequent communication, and for that purpose laid out capital to the extent of 150,000*l.* in providing five first-class steam ships.

ESTABLISHMENT of the Peninsular Mail Communication.

Previous to the 4th of September 1837, the arrangements for the mail packet communication with the Peninsula were as follows:

Mails to Lisbon were conveyed by sailing Post-office packets, which departed from Falmouth for Lisbon every week, wind and weather permitting. Their departures and arrivals were, however, extremely irregular; and it was no very infrequent occurrence for the Lisbon mail to be three weeks old on its arrival at Falmouth, instead of being brought in five days; with an almost mail-coach or railway precision, as is now the case.

The communication with Cadiz and Gibraltar was only once a month by a steam packet.

The originators and original proprietors of the Peninsular Steam Company

Company finding themselves in a position to effect a great improvement in the arrangements for transmitting the mails, applied to the Government of that day upon the subject, but were at first coldly received, and their suggestions disregarded. They continued, however, to prosecute their enterprise; and the celerity and regularity with which their steam packets made their passages soon began to attract the attention of the public.

The merchants began to complain loudly of the inefficiency of the transmission of the mails by sailing packets; and it was at last intimated, from an official quarter, to the managers of the Peninsular steamers, that if they had any plan or proposals to submit for an improvement of the Peninsular mail service, the Government was then prepared to receive and consider the same.

In consequence of this intimation, a plan and proposal was drawn up for a weekly transmission of the mails between Falmouth and Vigo, Oporto, Lisbon, Cadiz, and Gibraltar, by efficient steam packets, and at a cost to the public which should be less than that of the then existing inferior arrangements, namely, sailing packets to and from the port of Lisbon, and a steam packet, once a month only, to and from Cadiz and Gibraltar.

The plan, after due examination, was considered to embrace advantages to the public far exceeding what the then existing arrangements afforded; and its adoption was consequently intimated to the authors and proposers of it; but at the same time they were informed that the execution of it would be put up to public competition. Accordingly an advertisement was soon afterwards issued, inviting tenders from owners of steam vessels for conveying the mails between Falmouth and the Peninsula, in conformity with the plan submitted by the Peninsular Company; and the contract for the service was competed for against that company by the proprietors of some steam vessels, who, under the designation of the British and Foreign Steam Navigation Company, had a short time previously commenced running steamers to the Peninsula, in opposition to the Peninsular Company's vessels.

The British and Foreign Company not being able to satisfy the Admiralty that they had adequate means of performing the proposed service, their tender was rejected. Upon which they addressed the Admiralty, and requested that the contract might be postponed, alleging that if a month more were given to them they could provide sufficient vessels. Their request was granted, and, contrary to all previous practice, after the tender of the Peninsular Company had been given in, and the amount of it, in all probability, known to their competitors, the contract was again advertised, and a month more given for receiving tenders.

The British and Foreign Company again failed to satisfy the Admiralty that they had any adequate means of performing the service; and a negotiation was then entered into by the Government with the Peninsular Company, with a view to reduce the sum required by them. This sum was 30,000 *l.* per annum, being about 5,000 *l.* less than the estimated annual cost to the public of the sailing packets and steam packet previously employed in conveying the mails.

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mails. This sum was agreed to be reduced to 29,600 *l.**, on which terms the contract was concluded on the 22d August 1837.

These facts, it is submitted, abundantly show, that so far from any favour being shown in regard to this contract to the originators of this company, they obtained it in the face of adverse circumstances, and solely because they had, by their own enterprise, placed themselves in a position to effect an important public improvement, combined with a reduction of the public expenditure.

Although the vessels for this service were required under the conditions of the contract to be only of 140-horse power, the contractors provided vessels of nearly double that power, and the efficiency with which they performed this mail service was repeatedly acknowledged by the then Board of Admiralty, in proof of which, the following, among other similar extracts of correspondence with that Board, may be adduced.

In reply to a letter from the company explaining that a detention of one of the packets had been caused by the act of the British authorities at Lisbon, and the exertions made by the company to remedy it, their Lordships express themselves as follows:

"My Lords readily recognise in this instance, as in all their transactions with the Peninsular Steam Navigation Company, the readiness and zeal displayed by them in the performance of their contract, and forwarding the service of the mails in every way."

And on a more recent occasion, in a memorandum relative to the re-opening of the contract for the Indian mail service between Southampton and Alexandria, the late Lord Auckland expresses himself thus:

"I think with Captain Ellice and Mr. Bond, that we should desire to conclude an arrangement with the Oriental in preference to any other company, for the present contract has been loyally kept, and the capital and means of that company give better promise of efficiency and exactness than could be looked for in any other quarter."

It is proper also to state that, in originating the enterprise, the parties concerned incurred losses to the extent of nearly 30,000 *l.* before they derived any remuneration from it.

ESTABLISHMENT of the Accelerated Conveyance of the *India* and other Mails between *England* and *Malta*, and *Alexandria*. Commenced 1st September 1840.

THE efficiency with which the Peninsular mail packet service was performed, proving, as it did, that that description of service could be more advantageously conducted by private enterprise, under contract, than by Government vessels and establishments, paved the way for the subsequent extension of contract mail communications which took place with the West Indies, North America, and the East Indies, China, &c.

Previous

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* Now reduced to 20,500 *l.*

Previous to the 1st of September 1840, the arrangements for transmitting the India mails to and from Egypt, to meet the East India Company's steamers plying monthly between Bombay and Suez, were as follows: App. No. 4.

These mails were forwarded every fourth Saturday by the contract mail steamers of the Peninsular Company to Gibraltar, and were there transferred to an Admiralty steam packet, which carried them to Malta. At Malta they were transferred to another Admiralty packet, which carried them to Alexandria. The homeward mails were brought in a similar manner.

As the Peninsular packets had to call at Vigo, Oporto, Lisbon, and Cadiz, in their passage to and from Gibraltar, and the Admiralty packets in the Mediterranean were of small power (about 140 horses) and inferior speed, the transmission of the India mails by this route was very tardy, occupying generally from three weeks to a month in their passage between England and Alexandria.

Circumstances, however, occurred to render an alteration of this arrangement imperative.

About the middle of the year 1839, the British Government effected a convention with the French Government for transmitting letters and despatches to and from India, &c., overland, through France, *viâ* Marseilles, from whence a British Admiralty packet conveyed them to Malta. From Malta this portion of the mail, and the larger and heavier portion, forwarded by the Peninsular and Admiralty packets, *viâ* Gibraltar, were carried together to Alexandria by another Admiralty packet.

The portion of the mails forwarded through France was dispatched from the Post-office on the 4th of every month, while the main, or heavier portion, continued to be forwarded from Falmouth by the Peninsular packets every fourth Saturday; this arrangement was found in the course of a few months to work very awkwardly, inasmuch as the portion of the mail forwarded *viâ* Gibraltar had become a fortnight or more in advance of that forwarded *viâ* Marseilles, and had to wait that time at Malta for the arrival of the Marseilles packet.

This irregularity, which every succeeding mail increased, together with the suspicion that the British despatches in their transit through France were not altogether safe from being tampered with, rendered the Government desirous of establishing a more accelerated means of transmission, *viâ* Gibraltar, for the main portion of the India mails and the public despatches.

The managers of the Peninsular steamers were applied to, to submit a plan for this object. They proposed to establish a line of large and powerful steamers, to run direct from England to Alexandria, and *vice versâ*, touching at Gibraltar and Malta only, and by such an arrangement, to transmit the mails within a time that should not exceed by more than two to three days that occupied by the overland route through France; and they undertook to execute such service with vessels of 450-horse power, for a sum which should not exceed the cost to the public of the small and inefficient Admiralty packets then employed in the same service.

The plan was examined and approved of by the Government; but, as in the case of the Peninsular contract, the execution of it was put up

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up to public tender by advertisement; and no less than four competitors tendered for the contract; viz.

	Per annum.
Mr. J. P. Robinson, for - - - - - -	£. 51,000
Mr. Macgregor Laird (the steam ships "British Queen" and "President"), for - - -	44,000
Mr. G. M. Jackson, for - - - - - -	37,950

And Messrs. Willcox and Anderson who, as managers of the Peninsular Company, had furnished the plan, whose tender was as follows:

	£.
For the first year of the service - - -	37,000
For the second year of the service - - -	35,000
For the third year of the service - - -	34,000
For the fourth year of the service - - -	33,000
For the fifth year of the service - - -	32,000 *
Which divided by 5)	171,000
Gave for the Annual Cost - - £.	34,200

And this being the lowest tender, was accepted.

Besides this reduced sum, as compared with the demands of the other competitors, the tender of Messrs. Willcox and Anderson afforded further important advantages to the public, in a reduced rate of passage money for officers travelling on the public service, conveyance free of Admiralty packages, &c.

The vessels offered by Messrs. Willcox and Anderson were the "Oriental," of 1,600 tons, and 450-horse power, and the "Great Liverpool," of 1,540 tons, and 464-horse power (originally destined for the transatlantic line of communication, but which were placed at their disposal by the managers and proprietors of that enterprise).

They were also bound to provide a subsidiary vessel, of not less than 250-horse power, besides a vessel of 140-horse power for the Malta and Corfu service.

The estimate made at the Admiralty (*see* Question No. 1411, in the Evidence taken before the Select Committee of Session 1849, on the Contract Packet Service) of the cost of the Government packets which performed the service, and which were superseded by this contract, was 33,912 *l.*; but as that estimate did not include any allowance for interest on their first cost, nor for sea risk, nor for depreciation, the following per centages on these accounts must be added to it, in order to present a tolerably correct view of the actual cost to the public of the service so performed.

The

* The sum of 3,500 *l.* was deducted subsequently by the Admiralty, in consequence of their superseding the small vessel engaged in the Ionian mail service by packets of their own; and this sum became thereby reduced to 28,500 *l.*

The four vessels employed could not have cost the public less than 100,000*l.* Upon this sum, therefore, must be calculated,

	£.
Interest - at 4 per cent. Sea risk - at 5 „ Depreciation at 5 „ 14 per cent. per annum - -	14,000
Add, Admiralty estimate of wages, victuals, coals, and repairs, as above - - - - - -	33,912
Total Annual Expense of these Packets - -	47,912
From which deduct proportion of passage money for the public account, estimated not to exceed -	3,000
Net Cost of the Service - - £.	44,912

It hence appears that this service, which cost 44,912 *l.*, in the defective state of its arrangements, and as carried on by small vessels of about 140-horse power, was undertaken, and has since been satisfactorily performed, under a greatly improved arrangement, by large vessels of 450-horse power, for 34,200 *l.*; realizing, besides its other public advantages, a financial saving of about 10,700 *l.* per annum to the country.

ESTABLISHMENT of the Postal Communication between *Suez* and *Aden, Ceylon, Madras, Calcutta, Penang, Singapore,* and *Hong Kong*. Commenced 1 January 1845.

FOR several years prior to the arrangement of the contract with this company for the accelerated transmission of the India mails to and from Alexandria, much public solicitude had been manifested for a more comprehensive system of steam communication with India than that which had been established by the Government and the East India Company. That establishment being considered, as indeed at its commencement it was confessed to be, merely a preliminary and experimental one, intended to pave the way for a more comprehensive scheme, that should embrace all the presidencies, and not be limited to the port of Bombay only, as the Government and East India Company's line was, and which it was expected private enterprise would undertake, after the navigation of the Red Sea, and other important questions connected with such an undertaking had been tested.

As a proof of the importance which was attached to this extension of steam communication with British India, the following declarations of eminent persons connected with the government of that empire may be quoted.

The late Lord William Bentinck, then Governor-general of India,

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stated in a public despatch, that so great were the advantages which it would confer, "that it would be cheaply purchased at any price." The present President of the India Board, who then filled the same post, in speaking in the House of Commons of various ameliorations which the Government he was then connected with had in view for India, in which improved steam communication formed an item, said, that "it was calculated to benefit India to an extent beyond the power of the most ardent imagination to conceive." And the present Lord Bishop of Calcutta, in a public address at a meeting in that city, said, that "the extension of steam navigation with India would be opening the floodgates of measureless blessings to mankind."

Various attempts, however, under the sanction of eminent merchants, and other influential parties connected with India, to form a company, and establish the so-much desired scheme, failed. But the parties who had been instrumental in establishing the Peninsular Company, and the accelerated conveyance for the India mails to Alexandria, feeling that they had attained a position to attempt this important national object, resolved to adopt it as a part of their enterprise, which they thenceforth designated "The Peninsular and Oriental Steam Navigation Company." It was accordingly formed into a joint-stock company, and a charter of incorporation from the Crown was applied for, which, after considerable opposition from other parties, was granted, but subject to the following conditions; namely, "That the company should open an improved steam communication with India throughout, from England, within two years from the date of the charter. That all steam vessels to be constructed by the company, of 400-horse power and upwards, should be so strengthened and otherwise arranged as to be able to carry and fire guns of the largest calibre then used in Her Majesty's steam vessels of war. That the Government should have a power of inspection, as to their being maintained in good and efficient sea-worthy condition, and that the Company should not sell any of such vessels without giving the pre-emption of purchase to the Government."

The company under this charter having obtained the necessary additional capital, and being joined also by most of the parties who had previously been endeavouring to form a company for this object under the designation of "The East India Steam Navigation Company," proceeded with all practicable speed to fulfil the conditions and carry out the object of their charter of incorporation.

On the 24th September 1842, their first vessel destined for the India sea service, the "Hindostan," of 1,800 tons, and 520-horse power, constructed at Liverpool, at a cost of 88,000 *l.*, was dispatched from Southampton for Calcutta, to open the "comprehensive" line of communication, by plying between Calcutta, Madras, Ceylon, and Suez.

The commencement of this communication by so large and powerful a vessel was looked upon as a public event, and the ship was visited by members of the then Government, directors of the Honourable East India Company, and many other eminent individuals.

As a further proof of the importance which was attached to the undertaking, the East India Company, at the instance of the Governor-general

Governor-general in Council, proposed and granted to the Peninsular and Oriental Company a premium of 20,000 *l.* per annum to encourage them to extend the communication.

The company having constructed another vessel of 520-horse power and 1,800 tons, called the "Bentinck," and purchased a third new vessel, of similar power and tonnage, the "Precursor," considered that the time had arrived when, in accordance with the objects for which they were incorporated, they might improve the postal communication with India, upon the same principle as that upon which they had improved the Peninsular and Mediterranean services, namely, by combining an important public improvement in that communication with a reduction of the public expenditure.

Finding, from a return which had a short time previously been made by the East India Company to the House of Commons, that the cost of conveying the India mails between Bombay and Suez, as then performed by that company, with steam packets of an average power of only about 200 horses each, and some of which were of inferior speed, was not less than 110,000 *l.* per annum, the Peninsular and Oriental Steam Company, on the 22d August 1843, made a proposal to the East India Company to relieve the latter of that service, and to undertake it with their vessels of 520-horse power each, and thereby to effect a considerable acceleration in the transit of the mails, an improvement in the accommodation, and a reduction in the charge for passengers, a greater facility for the conveyance of light valuable goods and parcels, and a reduction of about 30,000 *l.* in the public expenditure, inasmuch as the Peninsular and Oriental Company offered to do the service for 80,000 *l.* per annum.

The then Court of Directors of the East India Company being opposed to the relinquishment of the postal service between Bombay and Suez into the hands of a private company, this proposal was not entertained; and, the matter having engaged the attention of Her Majesty's Government, it was ultimately arranged that the East India Company should be allowed to retain the packet service between Bombay and Suez, and that the Peninsular and Oriental Company should submit proposals for the establishment (under contract with the Admiralty) of a monthly mail service between Suez, *viâ* Ceylon, and Madras and Calcutta, with vessels of 500-horse power; and, in connexion therewith, a monthly communication between Ceylon, Penang, Singapore, and Hong Kong, with vessels of 400-horse power, thus effecting a mail communication twice a month with India, and a monthly steam-packet communication with China.

After a lengthened negotiation, the particulars of which will be found in Parliamentary Paper 693, Sess. 1850, a contract was effected, in virtue of which the Peninsular and Oriental Company were to receive 115,000 *l.* per annum, equal to about 20 *s.* per mile, for the Suez, Ceylon, Madras, and Calcutta service; and 45,000 *l.* per annum, equal to about 12 *s.* per mile, for the Ceylon, Penang, Singapore, and China service.

This contract was not put up to public competition, for obvious reasons, namely, it would have been useless to do so, because it was well known that there were then no vessels in existence capable of performing such an extensive service on the plan proposed, except

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the vessels which had, in fulfilment of the conditions of their charter of incorporation, been provided by this company expressly for the East India steam communication; and it would have been unjust to the Peninsular and Oriental Company, after they had been induced to embark so large an amount of capital in providing ships of a description adapted to that and other important national objects, not to have given them the opportunity of executing the service on reasonable terms.

That the terms concluded upon were as reasonable and advantageous to the public interests as could have been at that time obtained, is sufficiently confirmed by the Report of the Parliamentary Committee of 1849.

A few facts may, however, serve to further elucidate this point.

In giving in their proposals for these services the directors submitted therewith detailed estimates of the expenses and receipts, to enable the Government to see and examine the grounds upon which the sums required for the mail service were based. And it appears by the evidence taken before the Committee of the House of Commons, Sess. 1849, as well as before another Committee of the House of Lords, on the Post-office Service (Sess. 1847), that this part of the question was subjected to a very close and rigid scrutiny at the Admiralty; also that an estimate was made to ascertain what the proposed services could be done for by public vessels; the result of which was, that it would have cost by such means not less than 42 *s.* 6 *d.* per mile (less such returns as might be obtained from the conveyance of passengers).

Looking therefore to this estimate, and the fact that the Bombay and Suez service, with vessels of only about 200-horse power, was actually costing under the management of the East India Company, after deducting the receipts for passage-money, at the rate of 31 *s.* 6 *d.* per mile, namely, 110,000 *l.* for 70,000 miles, the rates conceded to the Peninsular and Oriental Company, being about 20 *s.* per mile for the Suez and Calcutta service, and 12 *s.* per mile for the Ceylon and China service, or if averaged for the two services together, about 17 *s.* 1 *d.* per mile, could not be considered as exorbitant; but rather that the company in this, as in the previous instances, are entitled to take credit for effecting a great public improvement, at a less cost than what it could otherwise have been obtained for.

The following evidence on this subject, given by Mr. Croker of the Admiralty, before the Select Committee of the House of Commons, of 1849, will serve to corroborate this statement:

"Question 1388. Does there appear to have been any estimate made by the Admiralty of the expense of doing that service?—Yes.

"1389. When was that made, or when was it sent to the Treasury?—It appears to have been sent to the India Board.

"1390. At what date?—On the 20th of January 1844; the points upon which they gave information were, 'The practicability of the proposal made by the Peninsular and Oriental Steam Navigation Company respecting the mode of 'effecting the accelerated transmission of the East India mails and despatches between Bombay and Suez, combining therewith, for the year 1844, a two-monthly communication with Calcutta and Madras.' The sufficiency of the means which

which the Peninsular and Oriental Steam Navigation Company proposed to employ, and the propriety of their demand of 80,000*l.* per annum for performing a service which the Admiralty understood to be that then performed by the East India Company, namely, conveying the mails by steam vessels between Suez and Bombay, monthly; and, in addition to this, between Bombay and Calcutta every second month.' The estimate then goes on in detail, and 'With respect to the propriety of the demand of 80,000*l.* per annum, the Admiralty forwarded a statement from the Accountant-general of the Navy, showing that the cost of building and equipment of the four steam vessels required for the service, under the naval regulations, would be about 250,000*l.*, including 6,500*l.* which the Admiralty added to the estimate of their Accountant-general to meet additional fittings for the necessary accommodation of passengers.

"'The Admiralty, however, had every reason to believe that to this estimate of the cost, &c. of the vessels which they considered to be absolutely necessary for the satisfactory performance of the mail packet service in the Indian seas, the outlay of the Peninsular and Oriental Steam Navigation Company would be increased by an additional sum of nearly 50,000*l.*, for what may be termed the luxurious accommodation now expected by passengers.

"'Upon this speculation the company of course subjected themselves to a risk of loss, or corresponding advantage.

"'With respect to the item of coals, which was omitted in the Accountant-general's return, the Admiralty, in the absence of precise knowledge, estimated the cost upon the best information they could obtain, and their Lordships considered the Commissioners for the Affairs of India to be competent judges of the correctness of their assumed estimate, as well as of the assumed cost of coal depôts, coaling, and other incidental and contingent expenses. The item of oil, tallow, &c., was also assumed, as the consumption of these articles depended on the construction of the engine, both as to principle and manufacture. In explanation of the differences between the following calculations and the Accountant-general's statement, the Admiralty observed that the interest of the money was not taken into account in naval expenditure, and that 15 per cent. for wear and tear and depreciation of hull and machinery had been adopted, with six per cent. for insurance, in compliance with the suggestion of the India Board, for the purpose of maintaining a comparative uniformity with the estimate given in their secretary's letter of the 24th of November, founded upon the Parliamentary documents supplied by the East India Company.

"'The investment the Admiralty were willing to admit for the first cost and equipment of three first-class and one second-class steam-vessels being 250,000*l.*, this capital, if dealt with as suggested, would require an annual expenditure for performing the mail service between Bombay and Suez, in wages and victuals, of 35,000*l.*; for coals (taken at 48*s.* per ton), 29,000*l.*; for oil, tallow, &c., 1,500*l.*; 15 per cent. on 250,000*l.* for wear and tear, and depreciation of vessels and machinery, 37,000*l.*; six per cent. insurance, 15,000*l.*; four per cent. interest on capital, 10,000*l.*; making 128,300*l.* To this sum of 128,000*l.* must be added the expenses of coal depôts at Bombay.

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Aden, and Suez, and the cost of coaling the vessels at these stations, &c., which, according to the items supplied by the Parliamentary document, ordered to be printed on 3d July 1843, appeared to be, for coal depôts, 7,644 *l.*; wages of mechanics and apprentices not attached to particular vessels, expense of receiving ships, and miscellaneous charges of the steam department, 8,594 *l.*; making a total of 16,238 *l.*; thus increasing the amount of annual expenditure by upwards of 20,000 *l.*, as the Admiralty considered that at least 4,000 *l.* difference must exist between supplying vessels of more than double the horse power and tonnage of those of the East India Company; making an annual outlay of 148,000 *l.* per annum for performing a distance of 70,080 miles. The result of this calculation, therefore, exhibited the comparative cost of the mail service on the line between Suez and Bombay as follows: If performed by the East India Company, in their, comparatively speaking, small vessels, as shown by their return to Parliament, after deducting passage money, 108,000 *l.* per annum, which does not appear to include the cost of coal depôts; if performed by vessels of 500-horse power, and 1,500 tons, without deducting passage-money, 148,000 *l.* per annum; if performed by contract, by vessels of 500-horse power, and 1,500 tons, 80,000 *l.* per annum.

"'The Admiralty, in conclusion, observed, that should a mail communication, as suggested by them, extending from Suez to Calcutta, be determined on, the increase in the item of coals (calculated at 33 *s.* 6 *d.* per ton) would be 15,000 *l.*, and three coal depôts, with the expense of coaling, &c., might be taken at 20,000 *l.* per annum, in round numbers.'

"1391. What is the date of that report you are reading from?—It is the report from the Select Committee of the House of Lords, ordered to be printed 21st June 1847.

"1392. You spoke of vessels of 1,800 tons, and vessels of 1,500 tons; do you mean to say they were of that number each, or that there were three vessels 600 tons each?—1,500 tons each, or 1,800 tons each, the larger class of vessels.

"1393. If I understand you, from what you have stated from that report, the estimate of the Admiralty for the cost of their vessels, for three first-class vessels and one second-class vessel, was 148,000 *l.*?—Yes, 148,000 *l.*"

The sum of 148,000 *l.* for 70,080 miles, stated in Mr. Croker's evidence, is at the rate of 42 *s.* 6 *d.* per mile. If the same amount for passage money and parcels which the East India Company's packets earned, as shown by their return made to Parliament (No. 746), for the same year, 1844–45, in which the Peninsular and Oriental Company's proposal was made, namely,

	£.
For passengers - - - - - - -	23,543
For freight of parcels - - - - -	2,764
Total - - - £.	26,307

be deducted from the above sum of 148,000 *l.*, it will leave for the net estimated cost of performing the service between Bombay and Suez,

Suez, by Government vessels, of the power of those of the Peninsular and Oriental Company, 121,693 *l.*, being 41,693 *l.* in excess of the sum of 80,000 *l.*, for which the Peninsular and Oriental Company offered to do it: or, if this estimate of 42 *s.* 6 *d.* per mile be applied to the service between Suez and Calcutta, for which the Peninsular and Oriental Company receive 115,000 *l.* per annum, it will amount, for the annual mileage of that service—115,000 miles—to 244,375 *l.*, being no less than 129,375 *l.* in excess of the sum received by this company; or if the passage-money on this line had been estimated at double the amount of that earned by the East India packets, on the Bombay and Suez line, say, in round numbers, 52,000 *l.*, an estimate certainly as high as prudence would have warranted in its then untested state, there would still be an excess of estimated expenditure, under Government management, of 77,375 *l.*

ARRANGEMENT for conveying the *Bombay* Branch of the *India* Mails between *Southampton* and *Alexandria*.

Two mail communications per month with India being thus established, viz. that by the Peninsular and Oriental Company to Calcutta, *viâ* Ceylon, and that by the East India Company's packets between Suez and Bombay, the mails for the former being dispatched *viâ* Southampton on the 20th, by the Peninsular and Oriental Company's vessels, to meet the same company's vessels plying between Suez and India, China, &c., it became necessary to provide a means of conveyance for the Bombay branch of the India mail between Southampton and Alexandria.

The Government proposed at first a continuous line of steam vessels of not less than 400-horse power, to ply between Southampton and Alexandria, similar to that conveying the Calcutta branch of the India mails; and the Peninsular and Oriental Company were called upon to submit proposals for undertaking the service on that plan.

The Peninsular and Oriental Company represented that to undertake the service upon that plan would entail a heavy expense upon the public, inasmuch as the cost of maintaining such a communication by such vessels would be equal to that of the Southampton and Alexandria communication for the Calcutta branch of the mails, for which the public were then paying about 30,000 *l.* per annum, while the receipts for freight and passengers *viâ* Bombay would be considerably less, in consequence of the obstruction presented to the conveyance of goods, and the high charge and inadequate accommodation for passengers by the East India Company's packets plying between Bombay and Suez. In short, that, looking to these circumstances, 40,000 *l.* per annum would scarcely be remunerative for such an undertaking.

This plan was therefore abandoned, and after some others proposed by the Government had been also abandoned, on account of the expense, or being otherwise found impracticable, the Peninsular and Oriental Company submitted a plan and proposal for transmitting

App. No. 4. the Bombay branch of the India mails between Southampton and Alexandria, *viâ* Malta, which should not cause any additional expense to the public.

This plan was as follows: they proposed to convey monthly between Southampton and Malta that branch of the India mails, by means of steam vessels which they had recently placed for commercial traffic, to ply between Southampton, Malta, Constantinople, and ports in the Black Sea; and to provide a steam vessel to convey the mails between Malta and Alexandria, which should run in concert with these Constantinople steamers and the East India Company's steamers conveying the mails between Suez and Bombay. This plan was adopted by the Government; and, after some negotiation, the remuneration for this mail service was fixed at 15,535 *l.* per annum, or about 4 *s.* 3 *d.* per mile, on an arrangement for twelve months only, as the company wished to reserve to themselves the option of abandoning it should it prove seriously unremunerative, or embarrass their commercial traffic. To meet the expense of this service it was proposed to the Government to withdraw an Admiralty packet which then formed a monthly communication between Gibraltar and Malta; inasmuch as the steamers of this company plying to Canstantinople, and touching regularly both at Gibraltar and Malta, on their passages out and home, would supply the place of that packet, by which a saving to the public would be effected of about 10,000 *l.* per annum. Also, that as the two lines of India mail steamers per month would touch at Gibraltar, the Peninsular mail service might be reduced from a weekly one to three times a month, or every ten days, for which reduction the company were willing to make a *pro rata* abatement, namely, 9,100 *l.* per annum from their contract money for that service, thus reducing it from 29,600 *l.* to 20,500 *l.*

These suggestions were adopted, and the arrangement thereby made not only gave to the public an additional postal communication for the Indian and Mediterranean mails, increasing consequently the postal revenue, but also effected a positive saving of about 19,000 *l.* per annum to the Exchequer, by superseding the Admiralty packet which plied between Gibraltar and Malta, at an estimated annual cost of 10,000 *l.*, and reducing the cost of the Peninsular mail service by 9,100 *l.* per annum; the sum of 15,535 *l.*, agreed to be paid to the company for conveying the mails the whole distance between Southampton and Alexandria, being estimated as not more than the cost of transmitting them between Malta and Alexandria only, by the Admiralty packet, which was superseded by this arrangement.

Discontinuance of the above Arrangement.

This arrangement was not remunerative to the company, inasmuch as the expense of the steam vessel, which, in consequence of it, the company were obliged to run between Malta and Alexandria, was fully equal to the whole amount of the sum received for the conveyance of the mails between Southampton and Alexandria; and it also

subjected

subjected the company to a considerable additional expense in carrying on their trade with Constantinople and the Black Sea ports.

The company, notwithstanding, had no intention of breaking up the arrangement, considering it as a link in the chain of extensive postal communication, in which they were employed.

The Government, however, appeared to consider its discontinuance expedient, on the assumed grounds of its being unnecessary, and that a saving of expense to the public would be thereby effected. Various memorials from Bombay, &c. praying in urgent terms for its re-establishment, with the fact that its discontinuance necessitated the employment of an additional Admiralty packet, to carry the mails between Malta and Alexandria, at an expense equal at least to the sum which was paid to the Peninsular and Oriental Company for carrying the mails the whole distance between Southampton and Alexandria, soon showed that both these assumptions were not based on correct information, while the breaking off of so important a branch of postal communication could scarcely fail to cause a diminution of the postage returns.

IMPROVEMENTS in the Transit through *Egypt*, promoted at the Cost and by the Exertions of the Peninsular and Oriental Steam Navigation Company.

IN the year 1840, and shortly previous to the establishment by the company of the steam communications with Ceylon, Madras, and Calcutta, the means of crossing Egypt from Alexandria to Suez, and *vice versâ*, were very limited.

Kandjies, or native boats, were the only means of travelling on the Nile and Mahmoudie Canal (for a very small steamboat, scarcely capable of accommodating a dozen passengers, which belonged to the late Mr. Waghorn, and was then out of repair, scarcely formed an exception). These boats were very uncertain as to the time of the voyage, especially up the Nile towards Cairo.

For crossing the Desert, between Cairo and Suez, two very rough tilt-carts were all the carriage conveyance; camels, donkeys, and a few very inferior horses, the latter not always procurable, formed the means for performing that part of the journey (about 84 English miles), and which usually occupied between two or three days.

A transit duty of three per cent. *ad valorem*, payable under treaty to the Turkish government, also formed an almost insuperable barrier to the transmission, *viâ* Egypt, of parcels and valuable articles of merchandise.

The state of the transit at the present time forms a striking and most favourable contrast with that which has just been described.

Passengers are now conveyed from the Company's steamers at the anchorage to the landing-place at Alexandria by licensed boats, which are under police regulations; from the landing-place, large and commodious omnibuses are provided for conveying the passengers to the Great Square, where there is ample hotel accommodation.

When the hour is fixed for the departure of the canal boats for Atfeh

App. No. 4.

Atfeh (*en route* to Cairo), omnibuses call at the several hotels to convey the passengers to the place of embarkation. There are now three steam vessels placed on the canal, in addition to a number of large and commodious track-boats.

From Atfeh the passengers are conveyed to Boulac, the port of Cairo, by commodious steamers, of which there are now 15 at the disposal of the transit administration.

At Cairo, hotels of a first-rate character have been established under the auspices of the Pacha, and afford ample accommodation for any number of travellers.

A sufficient number of comfortable two-wheeled and four-wheeled carriages now form the means of conveyance between Cairo and Suez. The whole route has been divided into five-mile stages, and station-houses, with relays of horses, are found at every stage.

At the centre station there is a commodious hotel, and good accommodation for refreshments, &c. at several of the others.

About 500 horses are employed in this part of the transit, and the journey is made in about fifteen hours. The route has been macadamized for nearly half the distance, and that improvement is progressing.

At Suez a large hotel and transit office have been erected; and a small steam vessel provided, instead of the Arab boats formerly employed for embarking and landing passengers, &c.

The measures now taking by the present Pacha to make a railway across Egypt are publicly known.

The following facts will show that these improvements, which are of an importance to British interests that ought to entitle them to be considered national objects, were chiefly the result of exertions and sacrifices made by the Peninsular and Oriental Company.

Towards the close of the year 1840, the directors of the company deputed one of their colleagues on a mission to Egypt, Turkey, &c., with a view to effect various arrangements, and collect information relative to the extension and improvement of steam communications with the East; but particularly to facilitate the transit through Egypt of passengers, parcels, and valuable articles of merchandise. After a delay of nearly a twelvemonth, arising from the then unsettled state of political affairs in that quarter, he succeeded in concluding, on behalf of the company, a convention or arrangement with the late Mehemet Ali, Pacha of Egypt, to the following effect:

1. That the transit duty on merchandise passing through Egypt, to or from India and the East, should be reduced from three per cent. *ad valorem* to a half per cent.; and that packages should not be opened nor subjected to examination, declarations of their value being made under the guarantee and on the responsibility of the company.

2. That the company should have the privilege of navigating the Nile and Mahmoudie Canal with their own steamboats or other craft, under the British flag.

3. That the company should be at liberty to run carriages of all descriptions on the routes between Cairo and Suez, and Cosseir and Genneh; the Pacha engaging to improve the Cairo and Suez route, and to afford effectual protection to the company's establishments.

On the strength of this agreement the company purchased and constructed

constructed four steam vessels, and sent them to Egypt to ply on the Nile and the canal. They also constructed and sent out a number of carriages, harness, and other material for improving the means of transit, together with a considerable number of English horses.

For upwards of two years the company carried on the transit under this arrangement, in apparent harmony with the Pacha; when, in consequence as it was supposed of the intrigues of the representatives of some foreign powers, he began to manifest a jealousy of the growing importance of the company's establishments in Egypt, refused them permission to place any additional steamers on the Nile, and intimated a strong wish that the company should transfer to him their steamers, carriages, &c., with a view to the transit being conducted under the immediate direction of the Egyptian Government.

The directors of the company communicated this circumstance confidentially to the proper department of their own Government, and stated their willingness to be governed in dealing with the Pacha by such advice as that department might wish to intimate to them, without holding it in any way responsible, as far as the company's interests were concerned, for such advice.

The Government declined to intimate any wish on the subject, and the directors being thus relieved from the consideration of any political consequences, resolved that it would be most conducive to the company's interests to conciliate the confidence and good-will of the Pacha by a compliance with his wishes, on the best terms they might be able to obtain.

They accordingly transferred the whole of their vessels employed in Egypt, their carriages, horses, &c. &c. to the Pacha, stipulating at the same time that the transit charges should not exceed certain fixed rates, and that the company's agent in Egypt should be allowed a certain degree of superintendence and control, in order to ensure the fulfilment of the stipulations, and promote the comfort of passengers. These conditions were faithfully fulfilled both by Mehemet Ali and Ibraham Pacha, and the liberal and active manner in which the present Pacha has improved, and intends still further to improve the means of transit through Egypt, has already been adverted to.

In their exertions to improve the transit, in missions and presents to the different Pachas, gratuities to the late Mr. Waghorn, and various other incidental expenses, and loss in the transfer of their vessels and stock in Egypt to Mehemet Ali, the Peninsular and Oriental Steam Navigation Company have sunk an amount of their capital considerably exceeding 20,000 *l.*

Appendix, No. 5.

App. No. 5. REPORT of the Committee of the Mauritius Chamber of Commerce, appointed to examine into the Question of Steam Communication.

YOUR Committee charged to examine into and report on the question of steam communication, having discussed the different lines, beg now to submit the result of their deliberations for your adoption.

1. *The Line to Aden.*

This line is the most direct, and would ensure the colony a postal communication in 32 to 35 days; but as the passenger traffic will be very limited, as there is no chance of any revenue from freight, and as the Lords of the Admiralty estimate the annual cost of two steamers for a monthly communication to Aden from 25,000 *l.* to 30,000 *l.*, your committee consider it would not offer all the advantages desired, and would be too costly for the colony.

They would further observe that the passage to Europe would be dependent on other companies; that the price of passage would not be reduced within the means of the generality of passengers; and that parties not connected with Europe, and having all their connections in India or elsewhere, would derive little or no benefit from this line.

If a proposal was made to continue a line from Mauritius to Australia, your committee would be disposed to look on the Aden line more favourably; but as no such proposal is made, and as the committee have every reason to expect that Australia is about to be connected with Europe in three other different ways, 1st, *viâ* Singapore and Torres Straits, 2d, *viâ* the Cape, and 3d, *viâ* the Isthmus of Panama, they think it would be out of place to urge the chance of this continuation as an argument in favour of this line.

2. *Line to Ceylon.*

By this line a postal communication with Europe could be accomplished in about 42 to 45 days; we should also be connected with India. But as the expense of passage would exceed that by way of Aden, few passengers could avail themselves of it. From India there would be a certain number of passengers, and from Ceylon a certain quantity of freight; notwithstanding, it is to be feared that the cost of this line would be little less than that of Aden, unless continued to the Cape and from thence to Europe.

3. *Line*

3. *Line viâ the Cape.*

This line of itself offers little advantage, and it would not be worth while to recommend any vote of money for it, as the time of passage from Europe would not be shorter than the transit of our mails by the present Government sailing packets. We should only be connected with one colony, and should occasionally receive news from Europe as quick by accidental sailing vessels from Ceylon. At the same time we should not omit to mention that passengers, goods, and specie would be conveyed with regularity and cheapness by this line.

Double Line from Europe, viâ the Cape and Ceylon.

This line appears to your committee to offer all the advantages desired, and as the traffic will be considerable, a company is encouraged to undertake it at a less cost to the colony. It will establish a bi-monthly communication *viâ* Ceylon in 42 to 45 days, and *viâ* the Cape in 50.

It will connect us with the whole world, and eventually make this colony the centre from which will radiate branches of communication to every part of these seas.

It will afford great facilities to passengers *viâ* the Cape, if the price of passage is moderate, as the voyage to Europe will be made without the inconveniences of the overland passage.

As it is fair to expect that there will be a bi-monthly communication to Point de Galle from Calcutta and Europe, when established it will add to the regularity of our communication with both India and Europe.

The monetary difficulties this colony so often labours under would be obviated by this regular communication with both Europe and India, and the equilibrium of exchange could be duly maintained.

As all parties would profit by this line, passengers to and from all parts of the world, merchants and traders in India, the Cape and Australia, as well as those connected with Europe, a subvention of the public money could be justly recommended. For these considerations the committee feel disposed to recommend that the sum of 15,000 *l.* be voted for a term of not exceeding three years for the line from the Cape to Ceylon, as proposed by the General Screw Steam Shipping Company. Your committee would not advise a further extension of time, as it is very probable that arrangements might be made at considerably less at the expiration of that period. The committee think that the rate of passage should be fixed within certain limits before accepting the contract, and that the arrivals and departures for and from Ceylon should be arranged so as to ensure the regular conveyance of the mails overland, and that the arrivals from the Cape should be between the arrivals from Ceylon, that the colony may enjoy a regular bi-monthly communication. The committee would recommended the sum of 15,000 *l.* to be raised as follows:

The

App. No. 5.

	£.	s.	d.
The rate of postage maintained as at present for all letters by steamer *viâ* the Cape or Ceylon would give net at last - - - - - - - -	4,000	–	–
One cent on every bag of sugar exported, two cents on every bag of grain introduced into the colony - - - - - - - - -	5,000	–	–
From the general revenue - - - -	6,000	–	–
£.	15,000	–	–

That the company offering to undertake this line may be induced to consent to the reduction proposed, the following facts are worthy of their attention:

Passengers.

The average number to and from Europe exceeds 1,000, and nearly the same quantity may be expected from Bourbon.

Trade with India.

The value of imports of goods amounted to 391,203 *l.* in 1848, and 292,835 *l.* in 1849; and in 1849, 2,459,426 Company's rupees were imported from India.

Immigrants.

9,000 immigrants will be introduced this year, at a passage of about 4 *l.* each, and a certain number will also return. For cattle and sheep this colony is now dependent on Cape Town, Port Elizabeth and Natal, and fine oxen are now worth 16 *l.* to 17 *l.* 10 *s.* each. If the cost of transport of these animals were to be reduced, the trade would increase threefold; in 1848 there were 10,000, last year only 2,124 were introduced.

In conclusion, your committee would observe, that although they have been induced to recommend the double line *viâ* Cape and Ceylon from its real merits, they cannot help observing that it has the advantage of being proposed to the colony by the Government, which in their opinion is a guarantee for its speedy accomplishment if the proposers or any other company are disposed to accept the condition mentioned above.

Appendix, No. 6.

PAPERS delivered in by Captain *Wilson*, 24 June 1851.

1.

STEAM SERVICE BETWEEN CALCUTTA AND SUEZ.

Dimensions of Vessels, Builders' Measurement.	ft.	in.	Engines.
Length between perpendiculars -	280	0	Nominal H. P. 814.
Breadth of beam - - -	40	6	Diameter of cylinders, 96 inches.
Depth of hold - - - -	27	0	Length of stroke, nine feet.
Tonnage, about 2,200.			

Assuming a consumption of 10 lb. of coal per H. P. per hour.

During the S.W. Monsoon, or the Months June to September inclusive.

Calcutta to Suez.	Geographical Miles.	Hours.	Average Rate.	Suez to Calcutta.	Geographical Miles.	Hours.	Average Rate.
			Knots.				*Knots.*
Calcutta to Madras	800	80	–	Suez to Aden -	1,330	107	–
Madras to Galle -	600	58	–	Aden to Galle -	2,160	172	–
Galle to Aden -	2,160	208	–	Galle to Madras -	600	50	–
Aden to Suez -	1,330	112	–	Madras to Calcutta	800	67	–
	4,890	458	$10\frac{67}{100}$		4,890	396	$12\frac{34}{100}$
One double voyage, or from Calcutta to Suez and back -					9,780	854	$11\frac{45}{100}$

Expenditure of Coal:

	Hours.	Tons.
H. P. 814, at 10 lb. per H. P. per hour - -	854 - -	3,104
		4
Expenditure for Four double voyages - - -		12,416

Cost

Cost of Coal for Four double Voyages during the S. W. monsoon.

	Miles.	Tons.	£.
Four double voyages - -	39,120, using	12,416, at 2 *l.* per ton - -	24,832

During the N. E. Monsoon, or the Months October to May inclusive.

Calcutta to Suez.	Geographical Miles.	Hours.	Average Rate.	Suez to Calcutta.	Geographical Miles.	Hours.	Average Rate.
			Knots.				*Knots.*
Calcutta to Madras	800	69	–	Suez to Aden -	1,330	121	–
Madras to Galle -	600	52	–	Aden to Galle -	2,160	180	–
Galle to Aden -	2,160	188	–	Galle to Madras -	600	57	–
Aden to Suez -	1,330	115	–	Madras to Calcutta	800	77	–
	4,890	424	$11\frac{55}{100}$		4,890	435	$11\frac{24}{100}$
One double voyage, or from Calcutta to Suez and back -					9,780	859	$11\frac{39}{100}$

Expenditure of Coal:

	Hours.	Tons.
H. P. 814, at 10 lb. per H. P. per hour - -	859 - -	3,122
		8
Expenditure for Eight double voyages - - -		24,976

Cost of Coal for Eight double Voyages during the N. E. Monsoon.

	Miles.	Tons.	£.
Eight double voyages - -	78,240, using	24,976, at 2 *l.* per ton - -	49,952

Aggregate Expenditure and Cost of Coal for Twelve double Voyages, between Calcutta and Suez.

	Miles.	Tons.	£.	
Four double voyages,	39,120, using	12,416, at 2 *l.* per ton,	24,832	
Eight double voyages,	78,240 „	24,976, at 2 *l.* per ton,	49,952	
				Per Mile.
Twelve - ditto -	117,360 „	37,392, at 2 *l.* per ton,	74,784	= 12 *s.* 8 $\frac{24}{100}$ *d.*

Peninsular and Oriental Company's distance 115,944 miles, at 77,588 *l.*=13 *s.* 4. $\frac{60}{100}$ *d*

Steam Service between Bombay and Suez.

Dimensions of Vessels, Builders' Measurement.	ft.	in.	Engines.
Length between perpendiculars -	280	–	Nominal H. P. 814.
Breadth of beam - - -	40	6	Diameter of cylinders, 96 inches.
Depth of hold - - - -	27	–	Length of stroke, 9 feet.
Tonnage, about 2,200.			

During the S. W. Monsoon, or the Months June to September inclusive.

Bombay to Suez.	Geographical Miles.	Hours.	Average Rate.	Suez to Bombay.	Geographical Miles.	Hours.	Average Rate.
			Knots.				*Knots.*
Bombay to Aden -	1,640	204	—	Suez to Aden -	1,330	111	—
Aden to Suez -	1,330	115	—	Aden to Bombay -	1,640	132	—
	2,970	319	$9\frac{31}{100}$		2,970	243	$12\frac{22}{100}$
One double voyage, or from Bombay to Suez and back -					5,940	562	$10\frac{57}{100}$

Expenditure of Coal:

	Hours.	Tons.
H. P. 814, at 10 lb. per H. P. per hour - -	562 - -	2,042 4.
Expenditure for Four double voyages - - - -		8,168

Cost of Coal for Four double Voyages during the S. W. Monsoon.

	Miles.	Tons.	£.
Four double voyages - -	23,760 - -	using 8,168, at 2 *l.* per ton - -	16,336

During the N. E. Monsoon, or the Months October to May inclusive.

Bombay to Suez.	Geographical Miles.	Hours.	Average Rate.	Suez to Bombay.	Geographical Miles.	Hours.	Average Rate.
			Knots.				*Knots.*
Bombay to Aden -	1,640	143	—	Suez to Aden -	1,330	115	—
Aden to Suez - -	1,330	111	—	Aden to Bombay -	1,640	156	—
	2,970	254	$11\frac{69}{100}$		2,970	271	$10\frac{95}{100}$
One double voyage, or from Bombay to Suez and back - -					5,940	525	$11\frac{32}{100}$

Expenditure of Coal:

	Hours.	Tons.
H. P. 814, at 10 lb. per H. P. per hour - - -	525 - -	1,908 8
Expenditure for Eight double voyages - - -		15,264

Cost of Coal for Eight double Voyages during the N. E. Monsoon.

	Miles.	Tons.	£.
Eight double voyages - - -	47,520, using	15,264, at 2 *l.* per ton,	30,528.

Aggregate Expenditure and Cost of Coal for Twelve double Voyages between Bombay and Suez:

	Miles.	Tons.	£.	*s.*	*d.*
Four double voyages -	23,760, using	8,168, at 2 *l.* per ton -	16,336	–	–
Eight double voyages -	47,520 „	15,264, at 2 *l.* „ -	30,528	–	–
Twelve double voyages	71,280 „	23,432	46,864	–	–
Landing at Bombay and Aden, and re-shipping on board the steamers 23,432 tons of coal, at 1 *s.* 6 *d.* per ton - - - -			1,757	8	–
		Total Cost of Coal - - - £.	48,621	8	–

Miles.	Cost of Coal.	*s.*	*d.*
71,280 - - - - -	£. 48,621 8 *s.* =	13	7 $\frac{11}{100}$ per mile.

2.

Steam Service between Plymouth and Alexandria.

	Geographical Miles.	Hours.	Average Rate.
			Knots.
Plymouth to Alexandria - - - - - -	2,935	268	—
A double voyage, or from Plymouth to Alexandria and back - - - - - - - - - -	5,870	536	10 $\frac{95}{100}$

Expenditure of Coal:

				Tons.
	Hours.			
H. P. 814 at 10 lb. per H. P. per hour - -	536 - -	say - -		1,948
				12
	Miles.			
Twelve double voyages - - -	70,440 - - -	using - - -		23,376

Cost of Coal:

Miles.	Tons.			£.	*s.*	*d.*	
70,440, using	23,376	Half shipped at Plymouth - - / Half in the Mediterranean - -	Average 1 *l.* per ton.	23,376	6	7 $\frac{65}{100}$	per mile.
P. and O. Company's distance - -		73,008 miles - -		24,252	6	7 $\frac{72}{100}$	„

Total Cost and Expenditure:

	Miles.		Tons.	£.	s.	d.
Between Plymouth and Alexandria, 12 double voyages	70,440,	using	23,376 at 1*l.* per ton	23,376	–	–
Between Calcutta and Suez, 12 ditto	117,360	„	37,392 at 2*l.* per ton	74,784	–	–
Total throughout for 12 ditto	187,800		60,768	98,160	–	–
Landing in foreign depôts, and re-shipping on board the steamers 49,080 tons of the above 60,768, at 1*s.* 6*d.* per ton				3,681	–	–
Total Cost of Coal £.				101,841	–	–

187,800 Miles £. 101,841.

Total Cost of Working and Managing the Lines:

	£.	s.	d.
Total cost of coal	101,841	–	–
Oil, tallow, &c.	5,000	–	–
General ship and engine stores for five steamers; three in India, making four voyages each in the year; running 39,120 miles each; and two in Europe, making six voyages each, running 35,220 miles each	13,200	–	–
4½ per cent. for repairs (or wear and tear) on value of five steamers, say 500,000*l.*	22,500	–	–
Pay and provisions for commanders, officers, engineers, crew, and servants of five steamers of 814 nominal H. P. for 12 months, at 800*l.* per month each steamer	48,000	–	–
Pilotage, dock, port, and miscellaneous charges for five steamers	3,500	–	–
Home and foreign management, and depôts, superintendence and agencies	20,428	4	–
Total Cost of working the Line throughout from Plymouth to Calcutta	214,469	4	–

	Miles.	Cost and Management.	Per Mile.
Twelve double voyages	187,800	£. 214,469. 4.	= £. 1. 2. $10\frac{8}{100}$.
At P. and O. Company's distance	188,952	£. 214,469. 4.	= £. 1. 2. $8\frac{41}{100}$.

3.

SUMMARY exhibiting Results of Balance of Estimated Cost and Receipts in working a Monthly Communication between *Plymouth* and *Calcutta* viâ *Alexandria*, with Steamers of 814 nominal H.P.; assuming the Amount paid by Government on a Mail Contract for that Line to be the same now paid to the Peninsular and Oriental Company for a Monthly Communication between *Southampton* and *Calcutta*, with Vessels of only 450 to 520 nominal H.P.

ANNUAL DISBURSEMENTS.	£.	s.	d.	ANNUAL RECEIPTS.	£.	s.	d.
Total cost in managing and working a monthly communication between Plymouth and Alexandria, and between Calcutta and Suez, with steamers of 814 nominal H.P. -	214,469	4	–	Sum now received from Government by the Peninsular and Oriental Company for a monthly communication between Southampton and Alexandria, and Calcutta and Suez, with steamers of only 450 to 520 nominal H.P.	138,000	–	–
Insurance on value of five steamers, say 500,000 *l.*, at 5 per cent. - - -	25,000	–	–	Estimated net amount of passage money received on the above lines - - -	174,635	–	–
*Depreciation (or fund for renewal) 5 per cent. on 500,000 *l.* -	25,000	–	–				
	264,469	4	–	Estimated net amount for freight and parcels on the above lines - - -	45,000	–	–
Dividend on paid-up capital, of say, 900,000 *l.* at 10 per cent. - - -	90,000	–	–				
	354,469	4	–				
Balance unappropriated - -	3,165	16	–				
£.	357,635	–	–	£.	357,635	–	–

* The Peninsular and Oriental Company, in a Return, page 220 of Report of 1849, carry to the half year's account for depreciation the sum of 16,915 *l.*; that is, 33,830 *l.* per annum, not for five steamers, but for a fleet of not less than 25 steamers.

MEMO. ON SUMMARY.

No. 3; 814 H.P.

IT may be observed that I have not estimated the cost of any spare vessels. It will be seen, however, that I have debited the account with an assumed dividend

dividend of 10 per cent., on an assumed paid-up capital of 900,000 *l.* Now, for about five or six years, three vessels, even of greatly inferior capabilities to those here proposed, would suffice to maintain a monthly communication between Calcutta and Suez. It follows, therefore, that with such vessels as are here proposed, there need be no apprehension of any relief being required before the expiration of that time. Adverting again to the item in the summary, of 10 per cent. interest on an assumed paid-up capital of 900,000 *l.*, I would explain, that the whole cost of starting the five vessels on service, including sending three of them out to Calcutta, would not exceed 550,000 *l.* There would therefore be the 10 per cent. interest on the remaining 350,000 *l.* not actually paid up (of the assumed 900,000 *l*), accumulating; which in four years would, without interest, amount to 140,000 *l.* It must be further observed, that the actual payment of a dividend of 10 per cent. might be regarded, both by Government and the public, as a greater return for invested capital, than could in these days be reasonably expected. If, then, a dividend of 8 per cent. only were paid on the actual paid-up capital of, say 550,000 *l.*, there would remain a further surplus of 2 per cent. on that 550,000 *l.*; which at the end of four years would, without interest, amount to 44,000 *l.*; and which, with the above 140,000 *l.*, would form, without interest, an accumulation of 184,000 *l.* Independent of the accumulated fund for depreciation, or renewal of original stock, there would thus be available, when required, ample means of building and dispatching another vessel, if necessary, to Calcutta, to replace either of those that might be on the eve of requiring new boilers or recoppering.

LINES.	Annual Distance.	Sum now Paid.		Sum should be Paid.	
		For Vessels of 450 to 500 H.P.	Per Mile.	For Vessels of 814 H.P.	Per Mile.
	Miles.	£.	£. s. d.	£.	£. s. d.
Between Southampton and Alexandria - - -	73,008	23,000	– 6 $3\frac{61}{100}$	24,252	– 6 $7\frac{74}{100}$
Between Calcutta and Suez	115,944	115,000	– 19 $10\frac{4}{100}$	77,588	– 13 $4\frac{60}{100}$
	*188,952	138,000	– 14 $7\frac{28}{100}$	101,840	– 10 $9\frac{35}{100}$

* These are the distances assumed by the Peninsular and Oriental Company.

With vessels of this class the cost of coal alone would certainly be sufficient to insure a return exceeding 10 per cent.

Assumed Annual Receipts for Passengers, Freight, and Parcels.

Plymouth, to and from	Transit included. Previous Rate charged by Peninsular and Oriental Company.		* Proposed Reduced Rate.	Net Rate, Transit deducted.	Number Monthly.	Number Yearly.	Gross.	Provisioning 7 s. 6 d. per day.		NET.
	Ladies.	*Gentlemen.*	£.	£.			£.	*Days.*	£.	£.
Calcutta	136	127	112	100	100	1,200	120,000	34	15,300	104,700
Madras	127	118	103	91	36	432	39,312	31	5,022	34,290
Ceylon	122	113	98	86	10	120	10,320	29	1,305	9,015
Aden	82	77	62	50	20	240	12,000	21	1,890	10,110
Alexandria	- -	40	- -	35	20	240	8,400	12	1,080	7,320
										165,435
Passengers to and fro between intermediate Ports							10,000		8 p' cent.	9,200
										174,635
Freight and Parcels										45,000
Total of assumed Annual Receipts £.										219,635

* Proposed by me.

Peninsular and Oriental's charge for servants and second-class passengers was, to Calcutta, 62 *l.*; to Madras, 52 *l.*

ABSTRACT OF RATE AND TIME.

LINES.	S. W. Monsoon.				N. E. Monsoon.				Monthly.				General Average.		Time Steaming between Plymouth and Calcutta, or Bombay.			
	Rate.		Time.		Rate.		Time.		Rate.		Time.		Rate.		S. W. Monsoon		N. E. Monsoon.	
	814 H.P.	972 H.P.	814 H.P.	972 H.P.	814 H.P.	972 H.P.	814 H.P.	972 H.P.	814 H.P.	972 H.P.	814 H.P.	972 H.P.	814 H.P.	972 H.P.	814 H.P.	972 H.P.	814 H.P.	972 H.P.
	Knots.	Knots.	D. H.	D. H.	Knots.	Knots.	D. H.	D. H.	Knots.	Knots.	D. H.	D. H.	Knots.	Knots.	D. H.	D. H.	D. H.	D. H.
Calcutta to Suez - -	10 67/100	11 48/100	19 2	17 18	11 53/100	12 51/100	17 16	16 7	- -	- -	- -	- -	11 25/100	12 45/100	*30 4	*27 23	*28 18	*26 12
Suez to Calcutta - -	12 34/100	13 80/100	16 12	15 6	11 24/100	12 24/100	18 3	16 22	- -	- -	- -	- -	11 79/100	13 2/100	27 14	25 11	29 5	27 3
Bombay to Suez - -	9 31/100	10 08/100	13 7	12 1	11 69/100	12 37/100	10 14	10 2	- -	- -	- -	- -	10 50/100	11 27/100	24 9	22 6	21 16	20 7
Suez to Bombay - -	12 22/100	13 44/100	10 3	9 5	10 95/100	11 71/100	11 7	10 14	- -	- -	- -	- -	11 58/100	12 57/100	21 5	19 10	22 9	20 19
Plymouth and Alexandria -	- -	- -	- -	- -	- -	- -	- -	- -	10 95/100	11 98/100	11 2	10 5	10 95/100	11 98/100	—	—	—	—

	Nominal H.P.		D. H.
* Calcutta to Plymouth - -	814 - -	Average	29 11
„ - -	972 - -	„	27 5
Bombay to Plymouth - -	814 - -	„	23 0½
„ - -	972 - -	„	21 6

	Nominal H.P.		D. H.
Plymouth to Calcutta - -	814 - -	Average	28 9
„ - -	972 - -	„	26 7
Plymouth to Bombay - -	814 - -	„	21 17
„ - -	972 - -	„	20 2½

Appendix, No. 7.

DATES of VOYAGES of CONTRACT PACKETS between *Southampton*

Name of Vessel.	Left Southampton.	Arrived at Alexandria.	Time on Voyage.
			Hrs. min.
Indus	20 Jan. 11.25 a.m.	4 Feb. 11.20 a.m.	359 55
Ripon	20 Feb. 2.15 p.m.	8 Mar. 10.30 a.m.	381 45
Indus	20 Mar. 2.20 p.m.	5 April, 10.5 a.m.	379 45
Ripon	20 April, 2.15 p.m.	5 May, 10 a.m.	355 45
Indus	20 May, 3 p.m.	4 June, 5.30 a.m.	350 30
Ripon	20 June, 3.30 p.m.	5 July, 10.40 a m.	355 10
Indus	20 July, 3.30 p.m.	4 Aug. 11.30 a m.	356 0
Ripon	20 Aug. 3.25 p.m.	5 Sept. 10.30 a.m.	379 5
Indus	20 Sept. 4.10 p.m.	5 Oct. 3.40 p.m.	359 30
Ripon	20 Oct. 10.15 a.m.	3 Nov. 10 a.m.	335 45
Indus	20 Nov. 4 p.m.	7 Dec. 7.15 a.m.	400 45
Ripon	20 Dec. 3.45 p.m.	1851: 4 Jan. 10.15 a.m.	355 30
		Average	15 days 4 hrs.

CONTRACT PACKETS between

Name of Vessel.	Left Alexandria.	Arrived at Southampton.	Time on Voyage.
			Hrs. min.
Indus	8 Feb. 11.15 a.m.	24 Feb. 3.30 p.m.	388 15
Ripon	10 Mar. 1 p.m.	23 Mar. 1.50 a.m.	301 50
Indus	6 April, 5.30 p.m.	23 April, 5.20 a.m.	395 50
Ripon	9 May, 5.30 p.m.	25 May, 7 a.m.	374 30
Indus	5 June, 1 p.m.	19 June, 11.45 p.m.	347 45
Ripon	8 July, 9 a.m.	24 July, 2 a.m.	377 0
Indus	7 Aug. 10.35 a.m.	21 Aug. 7 p.m.	344 25
Ripon	10 Sept. 10 a.m.	26 Sept. 11.30 p.m.	397 30
Indus	9 Oct. 9.45 a.m.	26 Oct. 3.30 a.m.	402 45
Ripon	8 Nov. 11 a.m.	25 Nov. 3 p.m.	412 0
Indus	8 Dec. 25 p.m.	25 Dec. 30 p.m.	408 5
Ripon	1851: 5 Jan. 3 p.m.	20 Jan. 4 p.m.	361 0
		Average	15 days 15 hrs.

Appendix, No. 7.

and *Alexandria*, 1850, transmitted from the Admiralty 2 July 1851.

Stay in Port.	Time under Weigh.	Total Voyage, Time allowed by Contract.	Stay allowed by Contract.	Under Weigh, Time allowed by Contract.
Hrs. min.	Hrs. min.	Hrs.	Hrs.	Hrs.
32 15	327 40	379	32	347
30 0	351 45	—	—	—
38 25	341 20			
16 0	339 45			
27 45	322 45			
31 0	324 10			
26 35	329 25			
25 0	354 5			
22 35	336 55			
31 0	304 45			
34 10	366 35			
15 20	340 10			
1 day 3 hrs.	14 days.	15 days 19 hrs.		

Alexandria and *Southampton.*

Stay in Port.	Time under Weigh.	Total Voyage, Time allowed by Contract.	Stay allowed by Contract.	Under Weigh, Time allowed by Contract.
Hrs. min.	Hrs. min.	Hrs.	Hrs.	Hrs.
21 35	366 40	406	36	370
39 30	262 20	—	—	—
34 50	361 0			
29 0	345 30			
28 45	319 0			
29 30	347 30			
20 35	323 50			
18 55	378 35			
35 50	366 55			
39 0	373 0			
41 45	366 20			
31 30	329 30			
1 day 6 hrs.	14 days 9 hrs.			

J. H. Hay,
Chief Clerk.

Appendix, No. 8.

App. No. 8.

PAPERS delivered in by *G. T. Brain*, Esq., 1 July 1851.

PRICES of Coals on the Line from *Plymouth* to *Calcutta*, and *Ceylon* to *Hong Kong*.

	Out, per Ton.	Home, per Ton.	Miles.	Average per Ton.
	s. *d.*	*s.* *d.*		*s.* *d.*
From Plymouth to Alexandria	15 –	21 –	3,000	18 –
„ Alexandria to Suez -	—			
„ Suez to Aden - -	65 –	42 –	1,320	53 6
„ Aden to Ceylon - -	42 –	31 –	2,150	36 6
„ Ceylon to Calcutta -	31 –	31 –	1,256	31 –
„ Ceylon to Singapore -	31 –	31 –	1,497	31 –
„ Singapore to Hong Kong	31 –	42 –	1,500	36 6

Mean Average Throughout.

Cost of Coals at Newcastle, 7 *s.* per ton; and freight, 25 *s.* average; making 32 *s.* per ton, average.

1 July 1851.

TABLE showing the Comparative Rates of Fare for Passengers between *England*, *British North America*, and the *United States*.

Speed.	Cunard's Line.	£. *s.* *d.*
Knots, 11/0 per hour.	For a passage to or from Liverpool, including provisions and steward's fees, but without wines or liquors:	
	Former charge - - - - -	40 19 –
	Present ditto - - - - -	35 – –
	Difference since the "Competition" begun £.	5 19 –

App. No. 8.

Speed.	Collin's Line.	£. s. d.
Knots 11/0 per hour.	For a passage to or from Liverpool, including provisions, &c., but exclusive of wines and liquors - - - - - £.	35 – –
	United States Mail Lines.	
Knots, 9/9/10 per hour.	No. 1. For a passage between New York and Southampton, including provisions only:	
	1st Class - - - - - -	33 12 –
	2d ditto (forward) - - - -	20 – –
	No. 2. For a passage between New York and Southampton, including provisions only:	
	1st Class - - - - - -	31 10 –
	2d ditto - - - - - -	26 5 –
	3d ditto (forward) - - - -	16 16 –
	"Great Western" fares - - -	45 – –
	Deduct Cunard's (present fare) - -	35 – –
	Difference by "Competition" - £.	10 – –
	"British Queen" - - - -	50 – –
	Cunard's (present charge) - - -	35 – –
	Difference by "Competition" - £.	15 – –

A TABLE of the Mail Service with *British North America* and the *United States*, showing the Rate of Contracts, Speed, and Average Cost per Mile.

	Miles.	Number of Voyages per Annum.	Average Speed.	Total Miles per Annum.	Amount of Contract.	Total Amount of Contract.	Rate per Mile.
			Knots.		£.	£.	*s. d.*
Cunard's Line: Liverpool to New York	3,100	44	10.443	272,800	- -	145,000	10 7¼
No. 1. United States Mail: New York to Southampton - -	3,170	12	9.875	76,080	40,000	- -	10 6
Collin's Line: New York to Liverpool -	3,100	20	11.000	124,000	75,000	145,000	12 1
No. 2. United States Mail: New York to Southampton -	3,170	12	9.875	76,080	30,000	- -	7 10½

COPY

App. No. 8.

COPY of TENDER made to the Right Hon. the Chancellor of the Exchequer.

Eastern Steam Navigation Company,
1, Royal Exchange-buildings,
London, 25 June 1851.

Sir,

WE have the honour, on behalf of the "Eastern Steam Navigation Company," to propose to Her Majesty's Government to perform a Postal Service in the manner and on the terms following:—

That a monthly communication shall be maintained between Plymouth and Alexandria, touching at Gibraltar and Malta; and from Suez to Aden, Ceylon, Madras, and Calcutta, with a line from Ceylon to Singapore and Hong Kong; the contract to be for a term of not less than seven years; and further, until the expiration of one year's notice to be given by either party, at and for the sum of Ninety-nine thousand Eight hundred pounds (say 99,800 *l.*) per annum; and also to extend the line from Hong-Kong to Shanghae, for the additional sum of Ten thousand pounds (say 10,000 *l.*) per annum; thus forming a complete through line from England to Calcutta, and from Ceylon to Shanghae, for which Her Majesty's Government shall pay a total sum of 109,800 *l.* per annum. A Table of Distances to be performed is annexed hereunto.

The whole distance out and home, under steam, to be performed at an average speed of not less than ten and a half knots per hour, in vessels built of wood, in conformity with the regulations of the Lords Commissioners of the Admiralty, promulgated on the 24th June 1850.

We further take leave to express our willingness, in connexion with the foregoing service, to enter into any arrangements which may be considered desirable for the establishment of such branch or local communication as may be deemed expedient, on such terms as may be mutually agreed on.

We also further take leave to inform you, that the "Eastern Steam Navigation Company" have made arrangements with the "Austrian Lloyd's Steam Navigation Company," by which they will be enabled to convey an "Express" Mail from London to Alexandria, *viâ* Trieste, at a rate of speed greater than that *viâ* Marseilles, and at a much less cost to Her Majesty's Government; by which means the Postmaster-General will be enabled to adjust the rates of land postage with the Continental powers, so as to give the public a corresponding participation in the economy of the arrangement.

With great submission, we cannot urge too strongly the necessity for an early conclusion of an arrangement, in order that the best use may be made of the short time that intervenes before the expiration of the existing contracts.

We have, &c.

(signed) *R. W. Crawford*, Chairman.
G. T. Braine, Deputy-chairman.

To the Right Hon. the Chancellor of the Exchequer,
&c. &c. &c.

TABLE showing the DISTANCES to be performed by the "Eastern Steam Navigation Company," in carrying out the accompanying Offer, viz.:— App. No. 8.

	Miles.	Amount of Contract.
From Plymouth to Alexandria - -	72,000	£.
From Suez to Aden, Ceylon, Madras, and Calcutta - - - - - - - -	115,200	
From Ceylon to Singapore and Hong Kong	72,000	
TOTAL Miles per Annum - - -	259,200 for	99,800
Extension of line from Hong Kong to Shanghae - - - - - - -	21,600 for	10,000
TOTAL Mileage per Annum - -	280,800	
TOTAL Amount of Contract - - - - £.		109,800

COMPARATIVE DISTANCES of *Manchester* from the Ports of *Plymouth* and *Southampton*.

	Miles.	Hours per Rail.
Manchester to Plymouth:—		
Manchester to Birmingham - - -	85	3
Birmingham to Bristol - - - -	90½	3
Bristol to Exeter - - - - -	75½	2
Exeter to Plymouth - - - -	52	2
TOTAL Miles - - -	303	
Hours - - - - - -	- - -	10
Manchester to Southampton:—		
Manchester to Birmingham - - -	85	3
Birmingham to London - - - -	112½	4
Euston Square to Vauxhall - - -	3½	1
London to Southampton - - - -	78	2½
TOTAL Miles - - -	279	
Hours - - - - - -	- - -	10½
Difference in distance in favour of Southampton - - - - - - -	24	—
Difference in time against ditto - -	- - -	½
Distance by sea from Southampton to Plymouth - - - - - - -	120	—
Average passage through the year - -	- - -	14

Appendix, No. 9.

App. No. 9.

RETURN of the EXPENSES of placing Three of the Peninsular and Oriental Steam Navigation Company's contract Steam Ships on their Station in *India*, and of bringing them to *England* to undergo a general Overhaul and Repair.

SHIP.	Receipts.	Disbursements.	Loss, being the Expense of placing the Vessel on her Station.
	£. s. d.	£. s. d.	£. s. d.
Hindostan - - -	9,521 12 11	11,387 4 1	1,865 11 2
Bentinck - - -	5,568 9 -	9,953 17 8	4,385 8 8
Oriental - - -	- - -	2,794 18 3	2,794 18 3
£.	- - -	- - -	9,045 18 1

Exclusive of Wear and Tear, and Insurance.

SHIP.	Receipts.	Disbursements.	Loss, by the Expense of bringing home for Repairs.
	£. s. d.	£. s. d.	£. s. d.
Hindostan - - -	6,580 18 7	8,581 8 7	2,000 - 10
Bentinck - - -	- - -	6,775 7 4	6,775 7 4
£.	- - -	- - -	8,775 8 2

Exclusive of Wear and Tear, and Insurance.

C. W. Howell, Secretary.

TABLE showing the working of the Contract Steam Ships belonging to the Peninsular and Oriental Steam Navigation Company employed between *Southampton* and *Calcutta*; estimating the Speed at 10 Nautical Miles per Hour, and making Allowance for the Stoppages at the several Ports touched at, as provided for in the existing Contract.

The mails leaving Southampton on 20th July will be—
Due at Alexandria, 4th August,
„ Calcutta, 30th August;
or, say, 41 days from England; thus making the arrival at Calcutta on as early a date as by the express *viâ* Bombay, and affording eight to nine days to answer letters by the out-going steamer of the 10th of the following month from Calcutta.

C. W. Howell, Secretary.

(A.)

RETURN of Consumption and Cost of COAL, in one complete Voyage from *Calcutta to Suez* and back, by the undermentioned Steamer, in the Months of part of February, March, and part of April 1851.

NAME OF VESSEL.	Horse Power.	Number of Tons of Coal on Board on leaving Calcutta.	Coal Shipped between Calcutta and Suez.			Coal Shipped between Suez and Calcutta.				Number of Tons remaining on Arrival at Calcutta.	Number of Tons used on the whole Voyage from Calcutta to Suez and back.	Actual Cost of Coal per Ton, including Charge for Landing at the Depôts, and Reshipment on Board the Steamer.	TOTAL Cost of Coal used in one complete Voyage from Calcutta to Suez and back.
			At Madras.	At Galle.	At Aden.	At Suez.	At Aden.	At Galle.	At Madras.				
												s.	*£.*
Hindostan - -	520	530	- -	310	400	81	500	300	- -	45	2,076	47	4,873

C. W. Howell, Secretary.

(B.)

WEAR and Tear of the Peninsular and Oriental Company's Steamers undermentioned, running on the *Southampton* and *Alexandria*, and *Calcutta* and *Suez* Lines, as shown by Return of Oriental Cost when they first started complete on that Service, and the Dates when they or either of them received New Boilers, or were Re-coppered, with the Cost thereof.

NAME OF VESSEL.	Original Cost, Complete for Service, when first taken on to this Service.	Whether New or Old? When first started on this Service, if not New, how Old?	On what Line first started? Between Southampton and Alexandria, or Calcutta and Suez.	Date when began running between Southampton and Alexandria.	Date when left England to run between Calcutta and Suez.	Date when received New Boilers since first starting on this Service.	Cost of New Boilers.	Date when Re-coppered since first starting on this Service.	Cost of Re-coppering, deducting the Value of Old Copper.
	£.	New					£.		£.
Oriental - - -	68,200	2 Sept. 1840	- Southampton and Alexandria.	2 Sept. 1840	- - -	1847	5,000	1843	800
Hindostan - -	87,800	17 an. 1843	- Calcutta and Suez.	- - -	24 Sept. 1842	1848-9	5,500	1846	1,200
Bentinck - - -	88,850	26 Dec. 1843	- Ditto -	- - -	24 Aug. 1843	1851	5,300	1845	1,200

C. W. Howell, Secretary.

App. No. 9.

(E.)

A RETURN of the Number of First-class Passengers by the Steam Vessels of the Peninsular and Oriental Steam Navigation Company, from *England* to *India*, and from *India* to *England*, for Two Years respectively, ending 31st March.

THE 12 MONTHS ENDING MARCH 1850.

	Number.		Number.
From Calcutta -	279	From Southampton to Calcutta	369
„ Madras -	108	„ „ Madras	158
„ Ceylon -	67	„ „ Ceylon -	63
„ Aden -	52	„ „ Aden -	138
TOTAL -	506	TOTAL - -	728

THE 12 MONTHS ENDING MARCH 1851.

	Number.		Number.
From Calcutta -	194	From Southampton to Calcutta	344
„ Madras -	82	„ „ Madras -	157
„ Ceylon -	65	„ „ Ceylon -	82
„ Aden -	29	„ „ Aden -	145
TOTAL -	370	TOTAL - -	728

C. W. Howell, Secretary.

(F.)

COMPLEMENT of Officers, Ship's Crew, and Servants; Engineers and Engine Crew; and Pay and Provisions for the same, of a Steamer of 500 nominal H. P., and about 1,800 Tons, Builder's Measurement.

Number.	RATING.	PAY.		PROVISIONS.		TOTAL.
		Per Month.	Per Annum.	Per Day.	Per Annum.	
		£. s. d.	£. s. d.	s. d.	£. s. d.	£. s. d.
	Captain	62 10 –	750 – –	5 6	100 7 6	850 7 6
	First officer	15 – –	180 – –	5 6	100 7 6	280 7 6
	Second „	12 – –	144 – –	4 –	73 – –	217 – –
	Third „	9 – –	108 – –	4 –	73 – –	181 – –
	Fourth „	4 10 –	54 – –	4 –	73 – –	127 – –
	Fifth „	4 10 –	54 – –	4 –	73 – –	127 – –
	Surgeon	12 10 –	150 – –	5 6	100 7 6	250 7 6
	Apothecary	5 – –	60 – –	3 –	54 15 –	114 15 –
	Boatswain	6 – –	72 – –	2 –	36 10 –	108 10 –
	Carpenter	7 – –	84 – –	2 –	36 10 –	120 10 –
	„ mate	6 – –	72 – –	2 –	36 10 –	108 10 –
	Joiner	6 – –	72 – –	2 –	36 10 –	108 10 –
	Plumber	7 – –	84 – –	2 –	36 10 –	120 10 –
	Sailmaker	4 – –	48 – –	1 –	18 5 –	66 5 –
3	Quartermasters, each at 80 *s.*	12 – –	144 – –	each 1 *s.*	54 15 –	198 15 –
5	Seamen (European), each at 70 *s.*	17 10 –	210 – –	each 1 *s.*	91 5 –	301 5 –
60	Seamen, natives, each from 15 *s.* to 50 *s.*	75 8 –	904 16 –	each 8 *d.*	730 – –	1,634 16 –
2	Boys, European, each 20 *s.* and 40 *s.*	3 – –	36 – –	each 1 *s.*	36 10 –	72 10 –
	Ship's cook, (European)	4 – –	48 – –	1 –	18 5 –	66 5 –
	Chief engineer	25 – –	300 – –	5 6	100 7 6	400 7 6
	Second „	16 – –	192 – –	3 –	54 15 –	246 15 –
	Third „	14 – –	168 – –	3 –	54 15 –	222 15 –
	Fourth „	12 – –	144 – –	3 –	54 15 –	198 15 –
	Fifth „	8 – –	96 – –	3 –	54 15 –	150 15 –
	Engineer's apprentice	1 6 8	16 – –	3 –	54 15 –	70 15 –
	Boiler maker	8 – –	96 – –	3 –	54 15 –	150 15 –
	Engineer's storekeeper	7 – –	84 – –	1 –	18 5 –	102 5 –
7	Firemen (European), each at 6 *l.*	42 – –	504 – –	each 1 *s.*	127 15 –	631 15 –
31	Firemen (native), each 34 *s.* to 80 *s.*	56 12 –	679 4 –	each 8 *d.*	377 3 4	1,076 7 4
31	Coal trimmers (native), each from 24 *s.* to 50 *s.*	39 10 –	474 – –	each 8 *d.*	377 3 4	851 3 4
	Purser	25 – –	300 – –	5 6	100 7 6	400 7 6
	Purser's Clerk	5 – –	60 – –	4 –	73 – –	133 – –
	Head Steward	10 – –	120 – –	1 6	27 7 6	147 7 6
	Second „	6 – –	72 – –	1 6	27 7 6	99 7 6

Number.	RATING.	PAY. Per Month.	PAY. Per Annum.	PROVISIONS. Per Day.	PROVISIONS. Per Annum.	TOTAL.
		£. s. d.	£. s. d.	s. d.	£. s. d.	£. s. d.
	Purser's storekeeper -	6 - -	72 - -	1 6	27 7 6	99 7 6
	Head cook - - -	10 - -	120 - -	1 6	27 7 6	147 7 6
3	Assistant cooks (native), each 20 *s.* 40 *s.* and 60 *s.* - - - -	6 - -	72 - -	each 8 *d.*	36 10 -	108 10 -
	Baker - - -	5 - -	60 - -	1 6	27 7 6	87 7 6
	Pastry cook (native) -	3 - -	36 - -	- 8	12 3 4	48 3 4
	Ice man „ -	1 - -	12 - -	- 8	12 3 4	24 3 4
	Butcher - - - -	5 - -	60 - -	1 6	27 7 6	87 7 6
2	Butcher's assistants (native), each at 20 *s.* -	2 - -	24 - -	each 8 *d.*	24 6 8	48 6 8
16	Servants (European), each at 60 *s.* - -	48 - -	576 - -	each 1 *s.* 6 *d.*	438 - -	1,014 - -
5	Servants (native), each 20 *s.* to 24 *s.* - -	5 8 -	64 16 -	each 8 *d.*	60 16 8	125 12 8
2	Stewardesses (European), each 60 *s.* - -	6 - -	72 - -	each 1 *s.* 6 *d.*	54 15 -	126 15 -
				GROSS TOTAL - - - £.		11,833 15 2

C. W. Howell,
Secretary.

Appendix, No. 10.

App. No. 10.

PAPER delivered in by Mr. *Crawford*, M. P.

MEMORIAL of the Inhabitants of *Bombay* to the Lords Commissioners of Her Majesty's Treasury, 12 October 1850.

TO the Right Honourable the Lords Commissioners of Her Majesty's Treasury, Whitehall.

The Memorial of the undersigned Inhabitants of Bombay,

Humbly showeth,

THAT the undersigned merchants in Bombay, engaged in the trade with China, and others, are subjected to great inconvenience and loss by the want of a regular mail steam communication with Shanghai, and the other parts of the north-eastern coast of China.

The Customs returns of India and Great Britain afford the clearest evidence of the great and growing importance of Shanghai as an emporium of trade, the most northern of the ports in China open to foreign commerce. In the year 1848, the declared value of exports to Great Britain from Shanghai and Amoy amounted to 1,157,604*l.*, the imports being stated at 655,673*l.*, and in the same year the exports to China from Bombay alone were valued at 2.95.91.692 rupees: of this amount a large proportion was either forwarded direct to, or transhipped at, Hong Kong, for Shanghai and the other northern ports.

App. No. 10. Your Memorialists believe that the trade has since that time largely increased, both with England and India. With this great extent of traffic the mail communication has hitherto been maintained by sailing vessels at irregular intervals, at all times tedious, and at certain seasons of the year attended with much difficulty.

That your Memorialists are aware that the Peninsular and Oriental Steam Navigation Company recently placed one of their steamers (the Lady Mary Wood) in the line between Hong Kong and Shanghai, with a view of testing its capabilities, and the result of several experimental voyages has proved that the run to Shanghai and back could be made by steamers of sufficient power in generally from eight to ten days.

Your Memorialists, therefore, pray that arrangements may be concluded with the Peninsular and Oriental Steam Navigation Company, or other competent parties, for the establishment of a regular steam mail communication from Hong Kong to Shanghai, in connexion with the present mail steamers running from Bombay, and carrying the English mail from Point de Galle in Ceylon to China.

Your Memorialists are of opinion, that in addition to the advantages to be derived from a regular mail communication, the establishment of steamers on this line would not only be beneficial to commerce, but would tend to the suppression of piracy and the security of shipping in the China Seas, and by bringing the outports into close and speedy communication with the seat of Government at Hong Kong, exert a beneficial influence in maintaining the relations of England and China in a satisfactory state.

Your Memorialists, therefore, pray that your Lordships will see fit to conclude arrangements for carrying out the above extension of mail communication to the most northern port in China at present open to foreign commerce, and at the same time the most distant market from Great Britain in Asia.

(signed) *W. Nicol & Co.*
Lancaster & Co.
Thos. Edward & Co.
M'Culloch & Co.
Grey & Co.
And 100 others.

Bombay, 12 October 1850.

Appendix No. 11.

App. No. 11. LETTER from *C. W. Howell*, Secretary to the Peninsular and Oriental Steam Navigation Company, to Viscount *Jocelyn*, Chairman.

Peninsular and Oriental Steam Navigation Company,
London, 24 June 1851.

My Lord,

I HAVE the honour to acknowledge the receipt of an order, bearing date 5th instant, but only delivered at this office on Saturday evening, the 14th instant, relative to various returns called for by your

your Lordship, as Chairman of the Committee now sitting on the subject of Steam Communication with India.

I have laid the order before the Board of Directors of this company, and am instructed by them to state that, independently of the consideration of their duty to the proprietors, which would chiefly influence them in the course they might adopt, they would find it very difficult, if not impossible, to furnish these returns, embracing such minute details of the private affairs of the company, within such period as would prove useful to your honourable Committee.

I am further instructed to draw the attention of the honourable Committee to the circumstance that the Peninsular and Oriental Company are actively engaged in an extensive business in conveying passengers and cargo, not merely on the lines embraced in the present inquiry, but on others where they are also contractors with Government for carrying the mails, as well as on distinct lines where no mail contracts exist.

The accounts of the company are so kept as to include all its operations without distinguishing the profits on the different branches, and the outlay and returns are indeed necessarily so mixed up together, that they could not be furnished without exhibiting to the world a detail of the several commercial operations of the company, which the directors feel convinced that your honourable Committee will at once see the impropriety of bringing forward, inasmuch as the information could only be made available for other purposes than those the Committee have in view.

The directors, however, desire me to state that, in addition to the evidence which will be supplied by the examination of Mr. Anderson, M. P., one of the managing directors of the Peninsular and Oriental Company, they have given instructions to prepare, and will shortly be in a position to furnish to your honourable Committee, the information at their disposal relating to the postal communication between this country, India, and China, carried on by the company.

I am, in conclusion, instructed by the directors to state, that if, previous to the expiration of their existing contracts, the Government should be disposed to enter into negotiations with the Peninsular and Oriental Company for their renewal or extension, the directors will be prepared to comply with the suggestion of the Select Committee on the Contract Packet Service, 1849; viz.

"That if it be decided to renew the existing contracts, the most strict and searching inquiry should be instituted, by some responsible department of the Government, into the cost of the execution, into the manner in which the service has been performed, and into the profits resulting from the several transactions to the companies by which they have been respectively carried on."

The directors will then lay before the Government, in the fullest manner, all the company's accounts, to enable them to conduct their inquiries in such a way as to arrive at a satisfactory conclusion, both as to the efficient performance of the services entrusted to the company and the general management of its concerns.

I have, &c.

(signed) *C. W. Howell*, Secretary.

Viscount Jocelyn, M. P., Chairman.

Appendix, No. 12

THE BOMBAY EXPRESS.—Dates of Arrival

—	JANUARY.	Days.	FEBRUARY.	Days.	MARCH.	Days.
1843	24th, 9 a.m.	48	22d, 5 a.m.	46	24th, 11 a.m.	45
1844	19th, 9 a.m.	43	19th, 6.30 a.m.	42	21st, 11 p.m.	43
1845	19th, 4.30 p.m.	43	21st, 9.30 a.m.	45	- - - - -	
1846	6th, 12.45 a.m.	43	3d, 5.30 a.m.	41	8th, 3 p.m.	43
	16th, 7.20 p.m.	39	20th, 6 a.m.	44	20th, 3 a.m.	41
1847	10th, 3.15 a.m.	47	7th, 6 a.m.	45	10th, 10.45 a.m.	44
	16th, 2.45 p.m.	40	23d, 2.10 a.m.	47	22d, 4.45 a.m.	42
1848	5th, 4.30 a.m.	43	5th, 7.15 a.m.	43	5th, 10 a.m.	41
	26th, 4.15 p.m.	50	17th, 2.45 p.m.	41	19th, 2.30 a.m.	41
1849	5th, 5 a.m.	42	3d, 9 a.m.	40	4th, 2 a.m.	39
	13th, 9 p.m.	37	15th, 7.20 p.m.	38	15th, 10 p.m	36
1850	10th, 7.30 a.m.	47	- - - -	38	5th, 5.15 p.m.	40
	22d, 6.30 p.m.	46	15th, 6.15 p.m.	39	16th, 9.15 a.m.	37
	31st, 30 p.m.					
1851	6th, 2 a.m.	42	4th, 2 p.m.	42	—	
	15th, 1 a.m.	39				
1852	—					

—	AUGUST.	Days.	SEPTEMBER.	Days.	OCTOBER.	Days.
1843	17th, 9 a.m.	41	19th, 3 p.m.	43	20th - - -	43
1844	16th, at noon,	39	18th, 3.15 p.m.	42	20th, 10.15 p.m.	43
1845	4th, 9.45 a.m.	41	2d, 5.15 a.m.	40	4th, 6 a.m.	40
	17th, 8.30 p.m.	41	16th, 2.45 p.m.	40	17th, 7 p.m.	39
1846	5th, 8. p.m.	42	3d, 3.15 p.m.	41	3d, 45 p.m.	40
	17th, 5.45 p.m.	41	18th, 3.15 p.m.	42	18th, 5.30 a.m.	41
1847	3d, 6.15 p.m.	40	9th, 8.10 a.m.	47	5th, 1 a.m.	42
	16th, 7.45 a.m.	40	14th, 12.35 p.m.	38	17th, 11.45 a.m.	40
1848	3d, 1 a.m.	40	5th, 1 a.m.	43	6th, 1.30 a.m.	43
	12th, 10.45 a.m.	36	14th, 3.15 a.m.	38	18th, 5.30 a.m.	41
1849	14th, 3 p.m.	50	1st, 6.30 a.m.	39	8th, 8 p.m.	45
	15th, 3.15 a.m.	39	13th, 11.25 a.m.	37	18th, 6.15 p.m.	41
1850	2d, 1.30 p.m.	39	- - - -	38	2d, 3.15 a.m.	39
	12th, 6.45 p.m.	35	18th, 12.15 p.m.	42	18th, 11.30 a.m.	41
	31st, 6.45 a.m.					
1851	—					
1852	—					

Appendix, No. 12.

at the *Calcutta* General Post Office.

April.	May.	June.	July.
Days.	Days.	Days.	Days.
22d, 5 a.m. 46	22d, 6 a.m. 45	14th, 3 p.m. 37	17th, 6 p.m. 40
19th - - - 43	20th, 9.30 a.m. 42	15th, 9.15 a.m. 39	19th - - - 42
1st, 2 p.m. 36 17th, 6.15 a.m. 41	18th, 1 a.m. 41	19th, 6.15 a.m. 43	18th, 5.45 p.m. 41
7th, 5.30 a.m. 42	4th, 2 a.m. 41	4th, 3.30 p.m. 41	3d, 8 p.m. 39
17th, 3.15 p.m. 41	18th, 12.30 a.m. 41	17th, 2.30 p.m. 41	18th, 3 p.m. 40
8th, 2.15 a.m. 43	6th, at noon, 43	4th, 7.45 a.m. 41	10th, 6 a.m. 47
16th, 11.15 a.m. 39	15th, 1 p.m. 38	15th, 9 p.m. 39	16th, 1.15 a.m. 39
6th, 7.35 p.m. 42	5th, 1.30 p.m. 42	1st, 6.15 p.m. 38	3d, 9.45 p.m. 40
17th, 6.53. a.m. 41	14th, 5.20 a.m. 37	14th, 1.35 p.m. 38	15th, 11.15 a.m. 38
6th, 6.15 p.m. 41	3d, 5 p.m. 40	- - - 37	7th, 10.10 p.m. 44
14th, 6.35 a.m. 38	12th, 10 p.m. 35	10th, midnight, 34	16th, 30 a.m. 39
	31st, 7.45 p.m.		
2d, 7.45 p.m 36	1st, 6 a.m. 38	- - - 36	- - - 37
17th, 6 a.m. 41	15th, 6.30 a.m. 37	12th, 3.15 p.m. 36	15th, 7.45 a.m. 38
	30th, 9.45 p.m.	30th, 10 p.m.	

November.	December.	Yearly Average.	Total Average.
Days.	Days.	Days. hrs.	Days. hrs.
24th, 4.30 a.m. 48	20th, 6 a.m. 43	44 2	
20th, 9 p.m. 44	21st, 9 p.m. 44	42 4	
4th, 6.45 p.m. 41	7th, 10.23 a.m. 44	40 8	
17th, 10.30 p.m. 41	22d, 9.30 a.m. 45	41 20	
6th, 6.45 a.m. 43	15th, 3.45 p.m. 52	42 8	
22d, 5.30 a.m. 46	24th, 5 a.m. 47	42 0	
13th, 8.45 p.m. 50	7th, 8 a.m. 43	44 8	
17th, 9 p.m. 41	22d, 8 a.m. 44	40 14	41 5
6th, 7.45 p.m. 43	6th, 9.45 a.m. 43	41 18	
13th, 2 a.m. 37	16th, 5 a.m. 39	39 18	
8th, 2.45 p.m. 45	5th, at noon 42	42 0	
15th, 10.15. a.m. 38	17th, 8.15 a.m. 40	37 16	
3d, 10 a.m. 40	2d, 3 a.m. 39	38 22	
14th, 9.45 a.m. 38	18th, 2.15. a.m. 41	39 6	

THE PENINSULAR and ORIENTAL STEAMERS.—

N.B.—The Hour given is that at which the Steamers

—	JANUARY.	FEBRUARY.	MARCH.
	Days.	Days.	Days.
1845	- - - - - -	- - - - - -	8th, 3 p.m. 43
1846	5 hours. 6th, 5.20 p.m. 43	26 hours. 4th, 7.45 a.m. 42	21 hours. 9th, 11.30 a.m. 44
1847	*8th, 1 p.m. 45	27 hours. 8th, 9.30 a.m. 46	6 hours. 10th, 5 p.m. 44
1848	82 hours. 8th, 2 p.m. 46	8 hours. 5th, 3 p.m. 43	33 hours. 6th, 7 p.m. 42
1849	9 hours. 5th, 2 p.m. 42	26 hours. 4th, 11 a.m. 41	83 hours. 7th, 1.30 p.m. 42
1850	7 hours. 10th, 2.30 p.m. 47	33 hours. 4th, 6.20 p.m. 42	24 hours. 6th, 5.30 p.m. 41
1851	*4th, 4 p.m. 40	*1st, 3 p.m. 39	—
1852	—	—	—

—	AUGUST.	SEPTEMBER.	OCTOBER.
	Days.	Days.	Days.
1845	*3rd, 3 p.m. 40	49 hours. 3rd, 10 a.m. 41	Equal. 4th, 6 a.m. 40
1846	*4th, 11 a.m. 41	*3rd, 8 a.m. 41	30 hours. 4th, 6 p.m. 41
1847	*3rd, 5 p.m. 40	*4th, 4 p.m. 42	12 hours. 5th, 1 p.m. 42
1848	63 hours. 5th, 4 p.m. 42	*4th 4 p.m. 42	46 hours. 7th, 11 p.m. 44
1849	*6th, 2.30 p.m. 42	41 hours. 2nd, 11.45 p.m. 40	*8th, 6 p.m. 45
1850	- - - - 36 31st, 6 p.m. -	- - - - 38 30th, 6 p.m.	* - - - 37
1851	—	—	—
1852	—	—	—

The dates marked thus * show the 22 occasions on which it

Dates of Arrival off *Calcutta*.

Arrived at the P. & O. Co.'s Depôt, Garden Reach.

April.	May.	June.	July.
118 hours. Days. 6th, 12 noon 41	Nil. Days. 4th, 6.30 p.m 41	Nil. Days. 6th, 4.30 p.m 43	Nil. Days. 3rd, 2 p.m. 40
*5th, 1 p.m. 40	14 hours. 4th, 4.30 p.m. 41	18 hours. 5th, 10 a.m. 42	4 hours. 3d, midnight 39
*6th, 7 p.m. 41	5 hours. 6th, 5 p.m. 43	33 hours. 5th, 5 p.m. 42	*6th, 8 p.m. 43
9th, 4 p.m. 45	76 hours. 8th, 5 p.m. 45	70 hours. 4th, 4 p.m. 41	68 hours. 6th, 6 p.m. 43
*6th, 12 noon, 41	69 hours. 6th, 1.45 p.m. 43	96 hours. 4th, 1 p.m. 41	45 hours. 9th, 7.45 p.m. 46
5th, 6 p.m. 39 *30th, 3.15 „	- - - 36	72 hours. 2nd, 6 p.m. 39 *29th, 4.30 „	* - - - 36 *30th, 5.15 p.m.

November.	December.	Yearly Average.	Total Average.
Days.	Days.	Days. hrs.	Days. hrs.
70 hours 7th, 8 p.m. 44	29 hours. 8th, 3 p.m. 45	41 19	
11 hours. 6th, 6 p.m. 43	*15th, 8 a.m. 52	42 10	
*4th, 11 a.m 41	2 hours. 7th, 10 a.m, 43	42 16	
72 hours. 9th, 8.30 p.m 45	54 hours. 8th, 3.40 p.m. 45	43 14	42 3
75 hours. 11th, 5.30 p.m. 48	55 hours. 7th, 7 p.m. 44	42 22	
*1st, 10.15 a.m. 38	101 hours. 6th, 8 a.m. 43	39 8	

will be perceived that the Steamer has beaten the Express.

Steam

STEAM FLEET of the Peninsular and Oriental Steam Navigation Company in *India, China,* and the *Mediterranean.*

	Tons.	Horse-power.
Suez and Calcutta Service:		
Hindostan	1,800	520
Oriental	1,600	500
Haddington	1,500	500
Bentinck (gone home for repairs)	1,800	520
Precursor (spare ship)	1,600	500
Calcutta, Penang, Singapore, and China:		
Erin	850	280
Lady Mary Wood	650	260
Bombay and China Service:		
Pekin	1,180	430
Achilles	1,000	420
Malta	1,225	450
Braganza	800	280
Canton (Canton local service)	400	150
Southampton and Alexandria Service:		
Indus	1,400	450
Ripon	1,500	450
Pottinger	1,400	450
Two new Steamers building	2,000	800
	2,000	800
New Service (Malta and Constantinople):		
Singapore	1,200	500
Ganges	1,200	500

The Peninsular and Oriental Company's Steamers have beaten the Express 22 times during the above period, and on nine occasions the Express was less than 12 hours in advance of the Steamer.

It results that an average speed of 10 knots per hour would supersede the necessity for the employment of Expresses, and leave eight to nine days at Calcutta to answer letters by the proximate out-going Mail Steamer.

C. W. Howell,
Secretary.

Appendix, No. 13.

LETTER from *A. Anderson*, Esq., to the Right Hon. Viscount *Jocelyn*, M. P., Chairman. App. No. 13

My Lord, Scarborough, 30 June 1851.

As circumstances of an urgent nature will prevent me from again attending your Committee on an early day, I have the honour to address to you this letter with the view of supplying an omission in the evidence which I last tendered to it.

The employment of steam vessels belonging to a private company under contract in the postal service appears to be considered as giving to that company so great an advantage over the owners of steam vessels not so employed, as to preclude competition against it. So great indeed has it been estimated as to render it a matter of grave suggestion by some persons who have tendered evidence to the Committee, that in any future contracts the company undertaking the mail service should be bound down to certain rates of fares and supply of provisions for passengers, and rates of freight for goods and parcels, in order to counteract the effects of the monopoly supposed to be created by the advantage derived from the mail service contract.

I intended, and now propose to show that this advantage, so far at least as the steam postal communications with India are concerned, has been greatly over-rated.

The sum paid for the postal service on that line of communication does not constitute a subsidy or bonus; terms which are frequently, but very inaccurately, applied to it. It was not a premium given to establish Steam Navigation with India, but the consideration for performing a valuable public service, stipulated for in a bargain mutually agreed upon by the Government on behalf of the public on the one part, and by the Peninsular and Oriental Company on the other, each party being at perfect liberty at the time of making that bargain to reject or accept the terms proposed by the other. And the disadvantages to which the postal service subjects the company in carrying on its commercial operations, and otherwise, are such, I submit, as in a great degree to neutralize its supposed advantages.

For instance, the postal service contract compels the company to run vessels of a certain large size and power throughout the year, and to maintain subsidiary vessels to insure more certainty of transmission for the mails in the event of accident to any of the other vessels.

Were the company engaged in the conveyance of passengers and merchandize only, they might either withdraw the vessels altogether, or

App. No. 13. or employ vessels of a much smaller size and power during that portion of the season when but few passengers travel, and thus save a very large sum. Neither would the maintenance of subsidiary vessels be necessary.

The stringent conditions of the postal contract also operate as a serious check to the developement of the passenger intercourse, and the conveyance of merchandize.

Passengers are now hurried through Egypt, in order to keep pace with the mail, in such a manner as, it is well known, causes great numbers, and especially families, to prefer the sailing vessels *viâ* the Cape to the Overland route. And the same cause precludes the company from undertaking the conveyance of merchandize, except to a very limited extent, as the time to which the transmission of the mails across Egypt is restricted, does not admit of the conveyance by that route of any large quantity of goods.

When to these very serious drawbacks are added the accommodation and victualling of agents of the Admiralty at the company's expense on board of each of the vessels, the conveyance of a certain number of naval, military, and civil officers on the public service, at reduced rates of passage, with other minor privileges in favour of the public, it will, I think, be obvious that the possession of a contract for the postal service is far from being of that overwhelming importance in the Steam Communications with India at which it has been estimated.

I have, &c.

(signed) *A. Anderson.*

The Right Hon. Viscount Jocelyn, M. P.,
Chairman.

Appendix, No. 14.

LETTER from Captain *Claxton* to the Right Hon. Viscount *Jocelyn*, M.P., Chairman. App. No. 14.

My Lord, Liverpool, 26 July 1851.

BEING frequently consulted, in the way of business, on matters connected with steam ships and navigation, and finding that my evidence has been misunderstood by the advocates of shifting propellers, it becomes a matter of moment to me to crave your indulgence, and that of the Committee, in permitting me, as concisely as possible, to set myself right. The questions and answers are included between Nos. 2768 and 2786. I there express my opinion of the difficulties in the way of shifting heavy propellers when afloat. I ought to have explained, that a propeller cannot be lifted or lowered without the aid of two stern posts, the main and the rudder one, up and down which it slides in grooves, one in each post. I doubt the propriety of allowing any connexion between the screw or its shaft and the rudder stern post, generally speaking. In men-of-war it cannot be avoided. The screw should stand out at the tail of its shaft, like windmills' shafts and arms, as did (and again will) the "Great Britain's," the "City of Glasgow's," and the last new ship built by Todd & MacGregor, of over 2,000 tons, the "City of Manchester." The "Great Britain" lost her rudder and its post, and the screw, although thrashed a whole year, and at times by heavy seas, remained uninjured. A fine large screw ship, a few months back, was lost, because the rudder got loose and foul of her screw, and so damaged her as to lead to her being abandoned, and, of course, sinking. The best disposition of an iron ship's rudder is, in my opinion, a hollow one (with its post through the middle), partially revolving on its heel, and partially suspended above, without pintles, similar, in fact, to the "Great Britain's." The post being always out of sight, or inside the rudder, it cannot be made available for a rest or terminus to the shaft, or a slide for lifting. I hold that in Post Office packets, paid for their speed, in which only should consist their superiority over regular traders, the propeller should be the prime agent in auxiliary vessels, and more particularly auxiliary men-of-war, the sails coming first. In a proper Post-office packet, therefore, the propeller would be, or should be, always at work, however the speed of the engines may vary, for economising fuel. I doubt, therefore, whether the wear and tear of the one can be compared with that of the other, or whether what is proper and necessary even for the one, ought to be adopted in the other. The lifting-screw cannot be slid up and down until after it is clear of its shaft, which I suppose is slid forward or inwards,

App. No. 14.

inwards, and for use aft, or outwards. I doubt much the effect of this frequent working in and out. It may be of slight consequence its getting loose in a man-of-war, either playing about, comparatively speaking, or manœuvring in action, but of most serious moment to a packet on a long voyage, tied to, and under penalties for not keeping time; there the screw should be as fast to the shaft as if they were welded together. For screws of 16 or 18 feet diameter, I think three or four arms better than two; neither of these can be lifted or feathered. It is only with screws of two blades that this can be done, and hence (and I strongly suspect hence only,) their adoption, notwithstanding experiments or reports to the contrary. Respecting averages, on which I was a good deal pressed, I hold it to be unfair to strike an average on voyages, one passage of which is performed with a constant fair wind, and the return with a constant foul one, or *vice versâ*. The average each way should be stated if the voyage be long. The return of the performances of the "City of Glasgow," to and from the United States, as now in the Appendix, gives a whole week, or one-third more, in time going west, and only one day between the extremes coming east, six knots being the average on that passage out, and just eight knots home. I wish so far to correct my evidence on that point, as to say I think, with 800 tons of cargo, the fine vessels alluded to may average 9 ½ knots from the Cape to Australia, but not more than 6 ½ coming home, as far as the Cape.

Begging to apologise for trespassing on your time, and that of the Committee,

I have, &c.
(signed) *Christopher Claxton.*

Appendix, No. 15.

LETTER from Captain *Henderson* to Viscount *Jocelyn*, M. P., Chairman. App. No. 15.

My Lord,

I HUMBLY beg to submit for the consideration of your Lordship and the members of the Committee appointed to inquire into the existing steam communications with India and China, and into the practicability of effecting improvement therein, a comprehensive scheme for the reorganization of eastern mail contracts detailed in the accompanying paper and map, by which I trust to prove the practicability of the latter; and as to the former, some authenticated returns of the vessels and practical working of the India and China mail service during the last three years; deducing from the result of past experience, information as to the political, nautical, and scientific questions most useful in future improvements.

Premising that the scheme was originally submitted to the late Lord Auckland in 1848, advocated during 1849, while the Committee on the Contract Packet Service was sitting, and in May 1850 a proposal was officially made to the Honourable East India Company to establish a third line each month between Suez and Singapore under their guarantee, and transmitted by the Court of Directors to the Treasury. To that department it was submitted nearly in the present form in July 1850, when discussion took place in Parliament as to the acceptance of the proposal of the Peninsular and Oriental Company to undertake the conveyance of the bi-monthly mail to Bombay and its extension from Singapore to Sydney for a term of years, which led to the publication of the correspondence and additional papers, No. 693, of 1850, to which I shall refer in the margin.

In avowed opposition to this proposal of the Peninsular and Oriental Company, which would in effect have confined our communication with India and China to two mails each month, and one a month to Sydney, in the hands of one company, my comprehensive scheme exhibits the details of a reorganization by which three mail and passenger communications to India and China may be established each month (to Bombay, Bengal, and Singapore), with one line to the Cape, Mauritius, and Australian colonies in the hands of *three separate companies;* the Indian Government maintaining the Bombay line to Suez, thus securing real competition under the supervision of local authorities.

Financially it is shown that by basing all contract payments on the amount received from postage on the different lines, and its equitable distribution in a mileage rate, that great extension can be accomplished without increasing the public cost much beyond the revenue from postage.

This desideratum is sought to be obtained in accordance with the reports of the Committees of Parliament, quoted in the comprehensive scheme, Table (A.), exhibiting the charges that have not been debited to the Post-office since they were transferred to the Navy Estimates as compared with the nett revenue. Table (B.) compares the

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the distances, mileage payments, and receipts from postage in 1847, on three branches of western contract mail service, and three branches of eastern mail service, together with the Parliamentary papers which form the basis of these statistics of the past, as a guide in estimating the future payments and postage.

Table (C.) details the distances and annual service of three mails each month to the Peninsular ports, Malta, and Alexandria, with express, *viâ* Marseilles and Trieste; estimating the requisite vessels, their cost and receipt from traffic, reduced to a mileage rate, deducing therefrom the payment necessary by Government. Assuming 2 *s.* a mile as the minimum payment on profitable lines, and that a responsible department of Government determine the mileage rate to be paid by the Post-office authorities to the Admiralty, the Indian Government, or the contractors, for the mail service performed by their respective vessels, and that the remuneration for mail service should be so apportioned as not much to exceed the postage that may be expected from each branch of communication.

Table (D.) gives these details as to the India and China branch for the two existing lines to Bombay by the Indian Government vessels, and to Bengal by contract vessels of the Peninsular and Oriental Company, and a third line proposed to be established at Singapore by separate contractors or East Indian Steam Company, as the eastern line to Suez, under the guarantee and control of the Indian Government, with a branch line to China under the Colonial Government, thus extending steam communication from 262,000 miles to 367,000 miles, with every probability the extension would increase the postage to an approximation of the cost, so as nearly to economise the 50,000 *l.* now paid by the Government to the East India Company.

Table (E.) exhibits the distances and detail of the great South Eastern line proposed to be established to the Cape, Mauritius, and Australian colonies, by screw vessels, paid at the rate of 4 *s.* a mile or 70,000 *l.* for 360,000 miles yearly service, being the probable amount received for postage by ship letters to those colonies. Also four colonial branch lines between the Cape and Mauritius, Mauritius and Ceylon, Sydney and Singapore, South Australia and New Zealand, to be established by colonial shipping, with grants from the local and home Governments.

Such is the comprehensive scheme for re-organizing the eastern mail contracts for a yearly service of 1,442,000 miles, with a payment of 293,000 *l.*, or about 5 *s.* a mile. The routes, distances, and geographical position being shown on the accompanying map of the world. The two existing lines to Bombay and Bengal are shown in full lines, the proposed third line to Singapore, with colonial branches to China and Australia, and local Indian routes are shown in dotted lines, also the proposed extension from the Cape to the Mauritius, and Australian colonies, with the colonial branches comprised in the comprehensive scheme, also in full lines the three western branches to North America, West Indies, and South America, as well as the lines established from Panama by an English company to Valparaiso, and by an American company to California.

The published report of the Committee as to the advantage of the Cape route to Australia being so much in accordance with the proposals

posals and views I have made and adopted since 1845, I indulge the hope that with respect to the existing steam communication with India and China, and the practicability of effecting improvement therein, the opinions I have expressed being derived from thirty years' experience and connection with the subject, may be equally fortunate in meeting with concurrence. App. No. 15.

Having personally conducted the first steam enterprise to China in 1830, and practically promoted steam communication since the Committee of Parliament presided over by Lord W. Bentinck in 1837, participated in the proposals made by the East Indian Steam Company in 1839 to establish a monthly mail to the three presidencies of India, with vessels of 2,000 tons if guaranteed 100,000 *l.* a year, and under the assurance of due encouragement from the East India Company, taken a large responsibility in the formation of the India Steam Company of Calcutta, and the maintainance of steam communication with Suez, 38,000 miles in 1842, I trust your Lordship and the members of the Committee will not deem me unreasonable in my earnest desire to place before them these opinions, based on dear-bought experience, as I deem it a duty I owe to my fellow sufferers in India, the shareholders in the India Steam Company, who incurred a loss of near 50,000 *l.* in promoting an object of public utility in the full confidence that the encouragement promised to the pioneers in the enterprise would be afforded either in a pecuniary grant or a participation in the mail contracts. Neither of these expectations have been fulfilled, the former being prevented by the peculiarities of arrangements for the first grant being limited to vessels of 500 horse-power, the latter by the neglect of their tender and exclusion from the China mail contract in 1844.

Vide Correspondence, P. P. 693, p. 28 to 42, Mr. Curtis's plan.

Ditto, p. 42, Letter from Secretary of E. I. Company, 14 Oct. 1839, promising due encouragement to extension.

Vide Correspondence, p. 42 to 52, relative to grant of 20,000 *l.* by East India Company with reference to India, of 300 horse-power, p. 48 to 49.

The particulars of the latter transaction, taken from Parliamentary documents and proceedings, will be found page (F.) of the comprehensive scheme.

Page (G.) and (H.), the re-organisation is considered financially, as to its relative bearing on the revenues of England and India, and as a political measure the importance of establishing a naval station at Singapore, where there exists a land-locked harbour convenient for the docks, steam factory, and coal depôts, so necessary.

Page (I.) gives statistical accounts of the present position of the mercantile marine and the distribution of mail contracts.

Page (K.) relates to the future superintendence of the formation and performance of mail contracts, with suggestions for its being undertaken by a Board of Mercantile Marine, so constituted that each interest may be represented by parties competent to judge of the mercantile, nautical, and scientific questions required to be considered, and under the supervision of some responsible department of the Government or the Board of Trade; also the bearing of the past contract on British Indian interests and shipping, and the necessity for protecting that interest in any arrangements for the future.

To effect that object, it was suggested in the scheme, and proposed to the Honourable East India Company, that if the court of directors would grant their support by a guarantee of interest on the capital,

App. No. 15. an East Indian Steam Company would be formed under the control and supervision of public officers, on the principle adopted with the East Indian and Bombay Railway Companies.

This was necessary in 1850, from the difficulty of inducing capitalist to embark in steam enterprise in India, while the contracts were held by one company. During the interim parties have come forward and established the Eastern Steam Company, and it is believed, have proved their competency before the Committee to carry out the third line to Singapore.

Under these altered circumstances, and after hearing the evidence that has been given as to the Bombay mail service continuing to be performed by the Indian navy, I would humbly suggest that the principle I then considered advisable for the Singapore line, I now consider applicable for the Bombay line, in the following manner:—That an East Indian Steam Company be formed at the presidencies of India on the principle of the East Indian railway, or those of the Bank of Bengal, where Government subscribes part of the capital, nominate directors and control the management.

That the Bombay mails be transferred to that Company, with such vessels as may be requisite to continue the service until new ones are constructed, together with the lease of the docks, steam factory, and coal depôts now principally maintained for that service. By thus separating the mail service from the Indian navy, the mercantile and passenger requirements of the packets could be provided for, while if that Company also undertook the conveyance of troops, stores, and public passengers between the different stations in India now employing Government steamers in Bengal and Bombay, that portion of the public service would be well provided for, while in case of war Government would not be dependent on private steam companies, and could prevent their combination by wholesome competition.

I also beg to submit the accompanying table of dimensions of the contract mail steamers, with the additional information as to their relative speed, power, and efficiency obtained from the accompanying returns of the vessels employed in the India and China seas during the last three years, the dates being obtained from official returns, the calculations being placed in a tabular form to admit of correction or verification. And it is humbly suggested, if a record was kept of the conditions and performance of all mail contracts in these forms, and also of the particulars of the ships and engines employed, much valuable information could be obtained on the nautical and scientific question involved in the arrangement of future contracts.

I have, &c.

Andrew Henderson.

London, 16 July 1851.

NORTH PACIFIC OCEAN
NORTH AMERICA
SOUTH PACIFIC OCEAN
SOUTH AMERICA
NORTH ATLANTIC OCEAN
EUROPE
AFRICA
SOUTH ATLANTIC OCEAN
ASIA
INDIAN OCEAN
AUSTRALIA

PAPERS delivered in by *Andrew Henderson*, Esq., taken from Appendix to Report from the Select Committee on Contract Packet Service, Session 1848, with Additions made thereto.

COMPARISON of the DIMENSIONS, DISPLACEMENT, CAPACITY, TONNAGE, RESISTANCE, and EFFICIENCY of STEAM POWER of CONTRACT PACKET STEAMERS, Her MAJESTY'S MAIL PACKETS, and those of the INDIAN NAVY.

THE want of a uniform mode of measurement rendered much difficulty in arriving at a correct comparison between vessels; to obviate which, the very desirable object was obtained by the Admiralty, of establishing a uniform mode of measurement, which is described in the following Report. The before measurement at right angles from the keel to the upper deck at the fore line, or width of the hull; if the deck is not flush, it must be increased by such proportion of the height of the poop or the break as the length bears to the whole deck—thus the whole depth to be reached W, when the depth of the hold is only to the upper side of the timber heads, to be as one to three. Such further increase of depth to be made in the same proportion when the poop or forecastle is elevated. The dimensions are to be taken in the middle of the length between perpendiculars, measured on the deck at the height before mentioned. The tonnage is to be obtained by multiplying the length between perpendiculars by the breadth to be so measured, and that product by the depth to be so measured, and dividing the product by 100. The displacement is to be obtained by multiplying the length between perpendiculars by the breadth to be so measured, and that product by half

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